CONTENTS

THE LITERARY DIGEST
for JUNE 3, 1933

VOLUME 115 NUMBER 22

Published at 354-360 Fourth Avenue
New York

TOPICS OF THE DAY

A Farewell to Isolation 3
Where Morgan's Income-Tax Exemption Points 5
The Repeal-for-Revenue Drive 6
A Federal Dam for the Oil Flood 6
To Make Securities Secure 7
The Hullabaloo Over the "Brain Trust" . . . 8
F. D. R.'s Victory Over the B. E. F. 9
Topics in Brief 10

FOREIGN COMMENT

Austria's Struggle Against Hitlerism 11
Soviet Russia's Drive on "Undesirables" . . . 12
Foreign Cartoon Fun as Uncle Sam Went Off the Gold Standard 13
Portugal's Blue-Shirt Fascism 14
A Mid-Ocean Port for Airplanes 14

LETTERS AND ART

The "Dark Backward" of American Art . . . 15
A Dry Season for Dancers 16
Will Modernism in Music Be Banished From Germany? 17
Modern Life Ignored by English Painters . . . 17

RELIGION AND SOCIAL SERVICE

Christianity's "Enormous Enterprise" in India 18
A Jewish Y. M. C. A. Director 19
Should Army Chaplains Go? 19
Most Brains in the West and Cities 20

CURRENT POETRY

The Old Barn 21
Li'l' Gawd Jesus 21
Patting 21
Surprize Attack 21
Where the Sun Never Sets 21
I Believe in the Good Brown Earth 21

PERSONAL GLIMPSES

The Ridley Riddle Equals Dickens Plus Balzac 22
Gorillas Are Turning Out to Be Real Folks . 24

SCIENCE AND INVENTION

Child-Saving in New York Streets 26
The Cure of Cross-Eyes 28
A Whirling Microscope 28
Carbon From Farm Wastes Purifies Water . . 28

INVESTMENTS AND FINANCE

Now Play the Game 51
Bank Dividends From Advertising 51

MISCELLANEOUS

All Roads Lead to Chicago's Rainbow City . . 29
To Europe This Summer—For Tonic at Low Cost 48
The Spice of Life 52

Information for Subscribers

TERMS: $4.00 a year, in advance; $2.00, six months; 10 cents a copy; Canada, $6.60 a year; $3.30, six months; 15 cents a copy; other foreign countries, $5.00 a year.

Semiannual Indexes will be sent free to subscribers who apply for them.

Instructions for *renewal*, *discontinuance* or *change of address* should be sent two weeks before the date they are to go into effect. Both old and new addresses must always be given.

THE LITERARY DIGEST is published weekly by Funk & Wagnalls Company, WILFRED J. FUNK, *President*; ROBERT J. CUDDIHY, *Vice-President and Treasurer*; WILLIAM NEISEL, *Secretary*, 354-360 Fourth Avenue, New York, N. Y. London Office, 14 Salisbury Square. Printed in the U. S. A. Entered as second-class matter, March 24, 1890, at the Post-Office at New York, N. Y., under the act of March 3, 1879. Additional Entry at Chicago, Ill., and Columbus, O. Entered as second-class matter at the Post-Office Department, Ottawa, Canada.

THE LITERARY DIGEST title is registered in U. S. Patent Office, and in Foreign Countries. PUBLIC OPINION, New York, and CURRENT OPINION, New York, combined with THE LITERARY DIGEST. (Title registered in U. S. Patent Office.)

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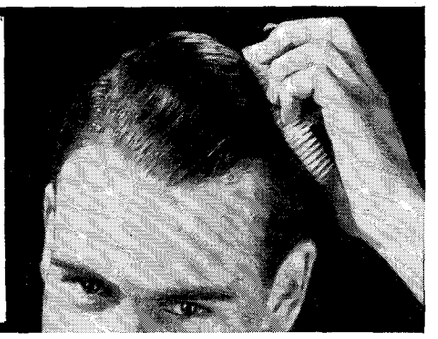

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The Literary Digest

NEW YORK, JUNE 3, 1933

TOPICS OF THE DAY

A Farewell to Isolation

THE SCENE—A ROOM IN GENEVA.

A small, gray-haired man reads solemnly and slowly in English, with a distinct Tennessee accent, from the prepared manuscript in his hand.

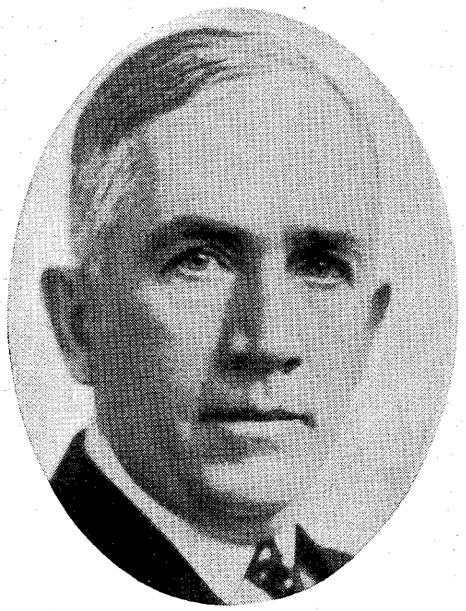
It is Norman H. Davis. But for the nonce his rôle is not that of the twinkling-eyed, smiling, jovial diplomat, winner of men's hearts and composer of misunderstandings between statesmen. It is Norman H. Davis, America's Ambassador-at-large, formally announcing to the Disarmament Conference a momentous, epoch-making change in the foreign policy of the United States.

When Mr. Davis left Washington on his present mission, he was asked what he would propose at Geneva. Said he: "I'm a doctor, I can't prescribe until I see the patient."

After careful examination the prescription, as announced in the Geneva speech, is American agreement to "consult" with Europe when peace is threatened, and not to hamper any collective moves against an aggressor—all conditioned on real European action toward disarmament.

"The most important action ever taken by an American Government in the history of this country's international relations," so one correspondent hails the pronouncement. It means, in the words of the Boston *News Bureau*, "we are bold abroad as well as at home."

The Davis doctrine—the Roosevelt doctrine, of course—is everywhere interpreted as definitely ending the chapter of isolation and avoidance of foreign entanglements which opened when the Republicans refused to ratify President Wilson's signature to the Treaty of Versailles and then elected Mr. Harding to the Presidency. Of course, something of the old fight over "internationalism" begins again. There are conjectures over whether the Senate, so jealous of its prerogatives and containing so many old enemies of the League of Nations, will not be able to block President Roosevelt's plans.



Underwood

Roosevelt's Spokesman in Europe

Norman H. Davis, Ambassador-at-Large, and expositor of the "new deal" in foreign policy.

BUT let us see what Mr. Davis's commitments are. The speech was the more dramatic in that it followed President Roosevelt's call to the nations of the world to disarm and to unite against breakers of the peace; and that it came right on the heels of Mussolini's suggestion of a ten-year Four-Power pact and the provisional acceptance thereof in principle by the great Powers concerned. The Arms Conference met in an atmosphere of disillusionment and of curiosity about what the United States would do to back up President Roosevelt's plea.

Our Ambassador-at-large made it exceedingly clear. He said the United States would go as far as any other nation in the way of reduction, feeling that the ultimate objective should be to reduce armaments "through successive stages down to the basis of a domestic police force."

The United States is willing to accept as a real step in this direction the British plan to abolish "weapons of an aggressive character." But the surprize came when Mr. Davis quietly announced in that Tennessee drawl of his that "we are also prepared to contribute in other ways to the organization of peace." In particular, he said, we are now willing to consult with other nations when peace is threatened. And when the nations find a nation guilty of breaking peace, "then if we concur in the judgment rendered as to the responsible and guilty party, we will refrain from any action tending to defeat such collective effort which the States may thus make to restore peace."

But what is an aggressor? The Davis definition—which closely follows that suggested by President Roosevelt—is, "one whose armed forces are found on alien soil in violation of treaties."

AS soon as these words came off the wires, editors everywhere realized that here was an event of world importance calling for smashing head-lines. In Europe while diplomats politely welcomed or warmly praised the speech, newspaper commentators praised, analyzed, and weighed the Davis declarations with a view to the interests of their respective nations.

London observers at once felt that the success of the Arms Conference and the Economic Conference were to a large extent assured. London papers welcomed the definite entrance of the United States into the group of nations responsible for the preservation of the peace of the world. Other dailies found in it a declaration of willingness to keep hands off in the case of a blockade of an aggressor nation, an abandonment of the American tradition of insistence on freedom of neutral trade with belligerents.

In Paris the press were cautious and mindful of France's need for security. German editors were at first non-committal, but swung around to praise.

Mr. Davis himself declared his conviction that the disarmament conferees were at the point of agreement. The central figure in all the discussion at Geneva, in fact "the hero of the conference," in the words of a United Press writer, he was able to keep the conference from being sidetracked into a long discussion of "security" and to get right at the consideration of specific proposals for giving up certain weapons of offensive warfare.

Perhaps explanation ought to come before controversy. The

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reader might glance again at the summary of the Davis speech and then read what Ashmun Brown has to say about it in the Providence *Journal*. He reminds us that President Roosevelt likes to use the phrase, "if, as, and when." These words, we are told, are implicit in the Davis message:

"If, as, and when the other nations of the world agree in good faith to lay away their offensive armaments, as set forth in the MacDonald formula; if, as, and when they will agree to keep their military forces off one another's soil, supervise disarmament, and cease to menace one another, Ambassador Davis promises, this country will go all the way with them, and, not only that but will

A Three-Power Attack on War

—Cowan in the Boston "Evening Transcript."

enter into a consultative agreement which spells definitely the sacrifice of our own neutrality, if necessary, to bring an aggressor nation to book."

But perhaps this should be translated into practical terms. Mr. Brown does it for us like this:

"Should Germany attack France or France attack Germany and one of them be pronounced an aggressor, we would forego our traditional right to sell supplies, military or civilian, to the aggressor nation; we would recognize whatever blockade, paper or actual, which the other nations might establish against the ports of the aggressor; we would lodge no claims against them for the seizure of cargoes aboard our vessels destined for the aggressor, no matter whether those seizures be on the high seas or elsewhere; we would deny our national protection to our private merchants and our private ships in any attempt to deal with the aggressor."

CERTAINLY, insists David Lawrence, of the Consolidated Press, "a promise of concerted action, which includes the United States, is a serious matter for a potential violator of treaties to consider"—

"And just now any indication that the United States will throw the weight of its influence and economic power into the balance is welcomed in Europe as a peace-making formula in itself. It is natural to expect the Roosevelt doctrine to be translated into some formal treaty to be taken as a permanent American policy, and it is believed this will be a natural corollary of a disarmament agreement between the principal nations of the world. A promise not to aid the aggressor is what the moral forces of the world have been seeking from the United States, and the Roosevelt policy gives it to them in plain language.

"America has taken the most important step since it refused to join the League of Nations itself. For it means a new, tho informal organization for peace superimposed on League covenants and Kellogg treaties."

"ANYTHING to prevent war." This seems to the Philadelphia *Record* to be the Roosevelt motive in suddenly departing from the country's traditional isolationist policy. And even temporary success in staving off a European war that has lately seemed so imminent, warrants temporary abandonment of isolation, in the opinion of this daily.

And there are plenty who would go a good deal farther. The Chicago *Journal of Commerce* thinks the new policy "is something for every American to be proud of." The Cleveland *Plain Dealer* sees America occupying the most influential position in world affairs that she has held since 1918.

"Once before a voice from America was heard by all the world speaking the universal language of daring hope of sweeping pacific measures among the nations, and this voice was that of a Democratic President who assumed to interpret the will of the American people." And now, continues the Jersey City *Journal*, "the nations have the right to expect that the new American program will not run into a Henry Cabot Lodge type of opposition if it comes to the Senate in the form of a new treaty."

It seems to the Providence *News-Tribune* that "the old idea that we could stand apart and view the scene like an unbiased spectator at a football game is discredited." The Washington *News* declares that "even school children have learned now that wars abroad involve the United States, that depressions abroad injure the United States, that for better or for worse this nation is part of a world community which rises or falls as one."

At Geneva Norman H. Davis "spoke in the manner of a statesman and of a man," declares the Baltimore *Sun*, which rejoices in "a courageous acceptance of realities" and in the passing of those years during which we "shimmied around our international responsibilities."

ON the other hand, papers like the Manchester *Union* and Columbus *Ohio State Journal* would have us beware of entangling alliances. They believe that most Americans are opposed to a policy of internationalism. As the Springfield *Union* puts it: "peace is of the highest importance to the United States, but it is a European, not an American problem." Arthur Brisbane, writing in the New York *American*, tells the nations of Europe that "Mr. Davis's vague promises don't mean anything"—

"The average American feels that if Europeans can not resist the temptation to cut each other's throat, it would be just as well for them to go ahead and cut each other's throat and for us to keep out of it.

"This country has had enough of Europe's wars, and enough experience with Europe's ideas about debts of honor."

American Presidents, so it seems to the Chicago *Tribune*, have a way of "going internationalist" quite without the support of public opinion. *The Tribune*, a consistent isolationist newspaper, argues that European nations interpret our proposals to mean that this country "will use its economic and its military force to maintain any arrangements and uphold any agreements which will arise out of a settlement for the peace of the world." So—

"The prospect is no more satisfactory now than it was when President Wilson first had a vision of a world under his Presidency. There never has been a time since when the American Government, whether Republican or Democratic, was not nibbling at the bait in this European trap. Thus a sense of futility has come to be attached to the repeated decision of the American people that their country shall not enter Europe as an obligated participant in events which they know they could not control even if they had the desire to do so."

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Where Morgan's Income-Tax Exemption Points

DEATH AND TAXES USED to be the only certainties in life. But the provision in the income-tax laws that allows deductions for capital losses seems to be putting even taxes in the realm of things not sure.

John Pierpont Morgan, head of J. P. Morgan & Company, private bankers, and some of his aides indicated as much when they testified before the Senate Committee on Banking in the current investigation of finance. Here it was developed that (due to deductions for losses) Mr. Morgan and his nineteen partners paid no Federal income taxes for 1931 and 1932, altho Mr. Morgan paid such taxes in England, where he has large holdings, for the same years.

The nation rocked with this sensation, elicited by Ferdinand Pecora, the Banking committee's counsel. Nothing quite so surprizing had been produced, it was felt, since the Teapot Dome investigation a decade ago, and the Pujo money trust hearings, in which the present Mr. Morgan's father was the star witness, in 1912.

The immediate result of Mr. Morgan's income-tax testimony (only one phase of the banking investigation which is intended to lead to law revision) was a vociferous and wide-spread demand for income-tax reform, for income-tax laws without loopholes.

"It is time for the Government to take another look at this entire matter of the capital-gain-and-loss tax," declared the Washington *Daily News*. "Rich men of the country should not be able to escape income taxes at the very moment when the rest of the country is burdened with increased taxes and when the Government is so desperately in need of revenue."

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"Lorenzo the Magnificent"

The House of Morgan has often been compared with the Florentine House of Medici, and its head with the great Lorenzo. Here the banker is shown at the Senate inquiry.

AT the same time Senator Glass of the Banking Committee pointed out that it is the law that is at fault rather than the firm which takes advantage of the law's provisions.

The Morgan partners' escape from the income tax was, of course, only one of many bits of startling testimony produced. Turning to a New York *Times* summary of hearing highlights we find these items:

"Attempt to show that the admission of S. Parker Gilbert as a partner on January 2, 1931, two days after the close of the taxable year, was for the purpose of revaluing securities on a cost basis, and permitting the firm to show a loss of $21,000,000, which could have been charged against profits for the next year.

"Demand by J. P. Morgan that [Leonard] Keyes [Morgan office manager] be permitted to clear up this point by showing that the revaluation always occurred when a partner left the firm or joined, and at no other time, and that on some previous occasions such revaluations had resulted in larger sums being paid to the Government in taxes."

Elsewhere in *The Times* we read that the Morgan company's "deposits declined from $562,406,896 in 1927 to $340,047,701 in 1931. Capital assets decreased from $71,638,314 in 1927 to $53,194,076 in 1931."

Shortly, thereafter, according to the United Press, Col. Charles A. Lindbergh, Gen. John J. Pershing, Secretary of Treasury William H. Woodin, former Secretary of Navy Adams, John J. Raskob, and Senator William G. McAdoo were revealed "as on the list of those permitted to make ground-floor purchases [at less than market price] of securities through J. P. Morgan & Company."

But back to the income-tax question, the one which kept Washington and the rest of the country buzzing for days. Congress is expected to survey our tax laws with a view to finding gaps and stopping them.

Chairman Doughton of the Ways and Means committee, who assumed the lead of the movement, *The Times* reports, "indicated that his committee would take up the question as soon as President Roosevelt's Industrial Recovery bill has been disposed of." Reading on:

"Mr. Doughton said, furthermore, that any emergency action at this time would be the prelude to an effort at the next regular session of Congress to overhaul the entire tax law.

"The leak-plugging movement includes the following suggested changes in the law:

"1. Repeal of the capital gains and losses provision.

"2. Restriction or repeal of that part allowing deductions for depreciation.

"3. Repeal of any provisions which allow revaluation of securities for the purpose of showing losses on tax returns.

"4. Repeal of the consolidated and affiliated returns provisions, whereby a corporation is allowed to make a joint return for its subsidiaries and affiliates, balancing the losses of the weaker against the profits of the stronger.

"5. Establishment by law of the method of settling tax cases and claims for refunds, instead of leaving it entirely to regulations of the Treasury."

IN all the wide-spread demand for tax-law revision, it is interesting to note, emphasis is placed on the weaknesses of the law rather than on any advantage taken of them by Mr. Morgan and his associates. The Washington *Post* observes:

"If this inquiry does nothing more than to throw light upon the ineffectiveness of higher income taxes in times like the present, it will serve a useful purpose. In the face of this demonstration that the great fortunes of the country remain untouched by the income tax at present, the House persists in its effort to secure more revenue from this source for the servicing of a huge bond issue."

And the New York *World-Telegram*, confining itself to the provision in the law for capital gains and losses, tells us:

"As former President Hoover and others have pointed out, this tax during prosperity increases speculative inflation and during depression impedes business recovery. It contributes to a boom, because stocks are not liquidated on a rising market, but are dumped or put through wash sales on a low market to establish real or fictitious losses and escape taxes."

A direct defense of the House of Morgan and its use of capital losses to decrease and wipe out taxes, however, is found in the New York *Evening Post*, in which we read:

"'Morgan Partners Pay No Income Tax,' is head-lined all over the country, and thousands of good citizens shake their heads over such criminality. It is not criminality. Mr. Pecora only makes it seem so. Thousands of these very same citizens have also failed to pay income taxes. They have taken advantage of the plain purpose of the law to allow them to offset income by capital losses incurred during the fiscal year."

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The Repeal-for-Revenue Drive

ON SWEEPS THE REPEAL PARADE.

Speeded by the enormous wet majority rolled up in New York State, the movement to kill Prohibition gets new impetus as other States prepare to vote.

Behind the drive is the full strength of the Administration, with the President pointing out that the death of Prohibition will bring in enormous revenue to ease the burden of taxation.

Rallying the wets for an intensive drive, Postmaster-General Farley reminds the country that "the Democratic party pledged itself for repeal" and "President Roosevelt indorsed it. The proposition has been put up to the States. We should work for it, and we will. It means a new source of revenue that will eliminate the new levies about to be imposed to provide new jobs."

Not only would the return of liquor wipe out the $220,000,000 in new taxes now contemplated, but it is estimated that the total to be obtained in this way would be between $800,000,000 and $1,000,000,000.

As New York, the sixth State to vote, swung into the repeal parade, wets throughout the country checked up on the roster of other States to see how long it might be before the thirty-six needed to end Prohibition will have acted. In addition to Delaware and Nevada, which voted May 27, twenty-five other States have set election dates, two in 1934. Six more States also are expected to set election dates this year.

But the wets must not become overconfident, because of their victories in Michigan, Rhode Island, Wisconsin, New Jersey, Wyoming, and New York, they are warned by their leaders.

"Unless we bear in mind that repeal is as far off as it ever was until thirty-six States have ratified, all our efforts for the past four years will have been in vain." So declares Mrs. Charles H. Sabin, chairman of the Women's Organization for National Prohibition Reform. "We repealists," she adds, "now face perhaps the hardest engagement of our fight."

WITH that many observers agree, but they also assert, with the New York *World-Telegram*, that New York's vote "can not fail to impress the nation and help turn the scale in doubtful States."

An examination of the New York vote shows that the drys won only six counties, and did not elect a single delegate to the repeal convention. With a few districts missing, the figures were: For repeal, 1,885,027; against repeal, 227,550. New York City went wet by forty to one.

While the drys are rather quiet about the New York result, being busy with their plans to hold thirteen States in line against repeal, many antiprohibitionists agree with the New York *Times* that "the Eighteenth Amendment is already practically dead." This paper adds:

"The acerbities between wet and dry now seem ancient and almost unintelligible. In 1920 all but the Connecticut and Rhode Island scoffers plumped for the theory that temperance and Prohibition, two deadly opposites, were one and the same. In 1920 we were all to be total abstainers forever, just as in 1929 we were to be thriving forever.

"Let us forget and forgive, throw out the amendment, and tax the wicked articles it hasn't put out of business."

A Federal Dam for the Oil Flood

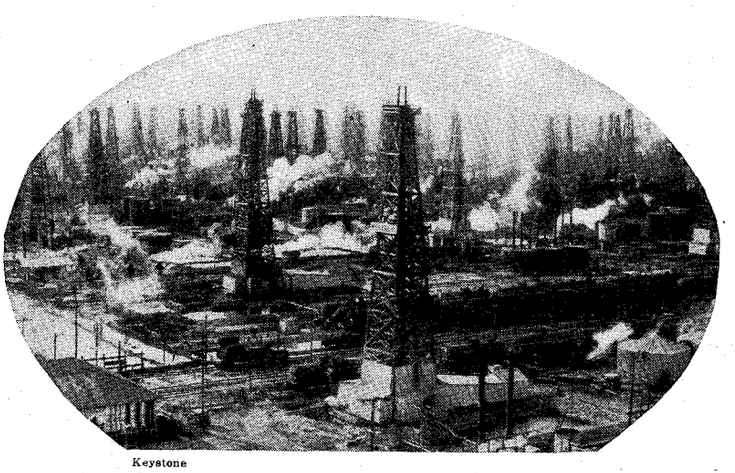
"A LIFE-PRESERVER TOSSED OUT to an industry drowning in a sea of oil."

That is how the proposed Federal control of petroleum production strikes the Dallas *Morning News*, in a big oil State.

The entire business is in "a hopeless muddle to-day," this paper adds, for proration has broken down, "especially in Texas."

Now the Government intends to step in and "bring order out of disorder," remarks another Texas paper, the Houston *Post*, "to remain scrupulously the 'umpire' as between the contending factions that have been wrangling so long and so destructively."

As glaring evidence that overproduction is being practised, the Providence *Journal* points out that the posted price of crude oil recently fell to ten cents a barrel.



Keystone

One Source of the Oil Flood—A California Field

President Roosevelt himself, in a message to Congress, warns that "because oil taken from the ground is a natural resource which, once used, can not be replaced, it is of interest to the nation that its production should be under reasonable control for the best interests of the present and future generations."

Emphasizing the need for Federal control, the President says that "it seems difficult, if not impossible, to bring order out of chaos only by State action."

THE form that Federal control will take is indicated by the terms of a bill introduced by Representative Marland, formerly president of the Marland Oil Company, which provides strict regulation of the industry for two years. The measure would confer broad powers upon Secretary of Interior Ickes. These are summarized by *The Wall Street Journal:*

"The Secretary would have the power to fix maximum and minimum prices for oil, to determine market demand and allocate crude oil production among the producing States accordingly.

"He could prorate production as between pools within a State. Imports of crude and refined products would be subject to regulation, based on market demand. Penalties are provided for violations of the act."

The purposes outlined in the Marland bill might be accomplished under the industry-control measure, according to Washington dispatches, and for that reason it was believed the Marland bill might be dropt.

Cutthroat competition in the oil industry may be of benefit to the consumer, says the Albany *Knickerbocker Press*, "but not for long. Eventually the uncertainty existing in that field spreads to others, and we have an economic debacle." Another factor "which we are inclined to forget during such a struggle is that a natural resource is being wantonly wasted."

From Oklahoma, a big oil-producing State, comes this opinion from the Tulsa *World:*

"Governmental operation has not been what we would have had occur to the oil business. It comes like the bank holiday, necessary but unwanted, but as happened to the banks, it will have the same general possibility for betterment of conditions. It will be accepted as at least opening the way for something to be done. If there are critics, let them come with clean hands."

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To Make Securities Secure

PRESIDENT ROOSEVELT has the new broom he wanted to clean up the securities business. Now we shall see how well it sweeps.

The Administration's securities control bill has become law. It introduces a new principle in investment marketing. Once the guiding rule was "*Caveat emptor*"—"Let the buyer beware." But now the antithesis of this maxim is in effect. Add to our list of business mottoes, "Let the seller also beware." Uncle Sam proposes to protect (as far as he is able) the buyer of stocks and bonds—particularly the small buyer.

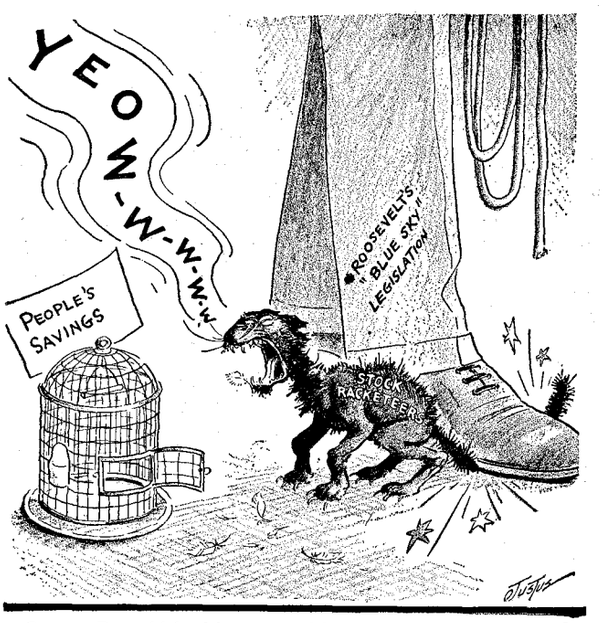
President Roosevelt's securities bill was passed in somewhat different forms by both Houses of Congress. The differences were then ironed out in conference, and the resulting uniform measure was approved by both Senate and House. Its main features are summarized thus in the New York *Herald Tribune:*

"As passed, the bill contemplates far-reaching governmental supervision over the traffic in securities in interstate commerce. It is intended for the protection of the public in investing in securities by requiring the essential facts as to the condition of corporations issuing securities to be filed in registration statements with the Federal Trade Commission.

"While originally the bill applied not alone to new issues of securities, but also to old issues, it has been changed to apply only to new issues.

"The Senate passed the bill in more drastic form than the House measure, but, in conference, some of the more stringent provisions were cut out and the more moderate House provisions kept in. This applies especially to the liability of directors and chief financial officers as to false statements in the registration statements of corporations made to the Trade Commission. Under the Senate bill, a director would have been liable even if there were extenuating circumstances. Under the bill as passed, he would not be liable if he had reasonable ground to believe and did believe the statements in the registration statements were true.

"One of the features of the bill provides for a corporation of foreign security holders to protect the interest of persons who have invested in foreign bonds and securities."



Some Day We Hope to Have Another Canary!
—Justus in the Sioux City "Tribune."

APPROVAL of the purpose of the bill is, as far as we can ascertain, universal. But regarding its effectiveness there seems to be some slight difference of opinion. The Dallas *News*, for example, offers this favorable comment:

"It is no part of the Government's business, as *The News* sees it, to guarantee the investments of the foolish man. But, on the other hand, it is a legitimate function of governing the United States to take measures to repress fraud and misrepresentation in the sale of securities.

"It seems no more than sheer justice that a company shall not be allowed to market its securities to the general public without full disclosure of all essential facts. That idea is the basis of our blue-sky laws. It looks to be equally reasonable that any firm whose securities are afloat in the stock market should at all times be required to keep stockholders and prospective stockholders fully informed as to the present worth of the company's business, as indicated by pertinent items on its books.

"Listing of foreign securities offered and the formation of an agency through which holders of defaulted securities of foreign countries may take steps for protection of their interests are calculated to be of some help, tho how much benefit will result is in doubt until we have a chance to observe the scheme in operation. In general it may be said that the bill is experimental, but not unduly so. It does, indeed, lock the door after the horses are all stolen, but there will be more horses."

WHILE the Norfolk *Virginian-Pilot* believes:

"The purpose is clear, and the advisability of reform is plain. The sole question is whether the present legislation will accomplish its purpose.

"The country will have to wait for the full answer to that question. It may be doubted, we think, whether any legislation can prevent the greedy from rushing into speculative ventures about which they know little or nothing, or whether it will be possible, in many instances to assure redress against the smooth-talking, high-powered securities salesman.

"For immediate purposes these provisions are of less value than they would have been several years ago, since new issues were tumbling out then, but are scarce now."

And the Minneapolis *Journal* observes:

"The investor needs all the protection government can give, but in the nature of things the degree of real protection is slight.

"Pitiless publicity for corporation financial affairs and merciless prosecution of frauds in stock selling are the best protection of all. The degree of protection depends less on the length of the wordy legal regulations than it does on the vigilance of the men who are to enforce them.

"Let the buyer still beware, and let there be no mercy on the confidence men who try to sell him 'blue sky.'"

ADVERSE criticism of the bill refers, in almost all cases, to its practical workings, rather than to its intent. Thus, in an editorial published while the measure was still in conference, *The Wall Street Journal* exprest the fear that it might become dangerous for even the smallest individual investor to sell a security. We read:

"He orders his broker to sell a bond; he has no means of knowing whether the purchaser will be a resident of another State; he can not tell what incomplete representation concerning it his broker may make; his broker is his agent and 'the act of the agent is the act of the principal.' His only conceivable means of fending off liability would be to forbid his broker to sell beyond his own State, thus limiting his market, or to instruct him to make use neither of prospectus nor oral communication in effecting the sale."

And, elsewhere, the same newspaper, commenting on the provisions for full and detailed publicity on issues of securities, said:

"There can be no objection to such disclosure, but there may be many cases in which the mere search for the required information will entail great expense and consume an incalculable amount of precious time. As the Commission is given power to call also for 'such other information' as it may consider 'necessary or appropriate in the public interest or for the protection of investors,' the detailed specifications could be much reduced and simplified without sacrificing the effectiveness of the law. Unless that is done the most meritorious of financial operations may be so delayed as to be practically prevented."

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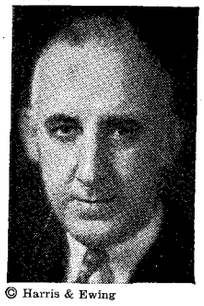
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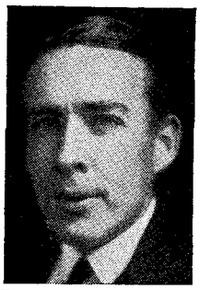
Raymond Moley

Keystone
Rexford G. Tugwell


Keystone
Adolph A. Berle, Jr.

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Mordecai Ezekiel

Wide World
John Dickinson

Acme
Wm. C. Bullitt

THEY HOLD PORTFOLIOS IN THE ROOSEVELT "BRAIN TRUST"

The Hullabaloo Over the "Brain Trust"

THEY'RE A LITTLE DIZZY down in Washington trying to keep up with the "brain trust."

What will it do next?

That's the big question as the Capitol, shaken out of its apathy by the concussion of tremendous events, waits to see what new legislative explosion will be set off by Mr. Roosevelt's professors.

Washington's uncertainty is reflected across the country. For here is a political innovation, and nobody knows just what to expect. Some observers are stricken with cold shivers; they shout their fears and warnings at what the President is allowing the "brain trust" to do to us. But others assert that here we have an ideal combination, backing and being guided by Mr. Roosevelt's political astuteness.

Is it true that the "brain trust" is ruling the country behind the White House throne? Has it really changed our form of government to a constitutional dictatorship? Does it aim at Fascism, Communism, or what?

Those questions are making Washingtonians a bit balmy, as Arthur Sears Henning tells us in one of his dispatches to the Chicago *Tribune*—

"Official Washington has been rent asunder by the advent of the professoriat. Sides have been taken, and disputation has become feverish in Capitol cloak-rooms, in locker-rooms, at teas, and other cocktail parties.

"Either you are for the 'brain trust' or against it. Either you point with pride to the new deal that has sprung full panoplied from the brain of the professoriat or you view with alarm the dictatorship, the farm commodity allotment, the inflation of the currency, the devaluation of the dollar, the minimum wage, the maximum price, the shorter work day, planned economic controlled capitalism, and other features of the new dispensation from on high.

"The 'brain trust' completely overshadows the Cabinet. It is reputed to have more influence with the President, to know what he is thinking, if not inspiring the thought, to be able to swing appointments to fat jobs, and to be 'in the know' generally of what is going on beneath the surface of official life.

"It has taken the professors from various colleges to put the Cabinet members in their places at last—merely department heads, chief clerks. On a routine administration matter you go to a Cabinet member, but on matters of policy and the higher statesmanship you consult the professoriat."

Everybody, it seems, "wants to know the professors who are guiding our destinies." Office-seekers dog their footsteps. Hostesses vie to land them as guests of honor. Professors are the fad. In fact—

"All Washington is going to school to the professors, learning all about political science and economics. Debutantés hang on their exposition of the quantitative theory of money, the law of diminishing returns, and the intricacies of foreign exchange.

"Bookstores are selling their books like hot cakes. Their works are not available at the Library of Congress, the volumes having been withdrawn by the Senators and Congressmen for perusal in an effort to plumb this new force in the scheme of government which has put Congress also in its place."

Who are the members of the "brain trust"? What are they like? How do they work?

The chief, of course, is Prof. Raymond Moley of Columbia University, who, as described by Mr. Henning, is "a square-shouldered, pinkish-cheeked man, just turned forty-six, with graying brown hair lightly thatching a high-domed head." And—

"He occupies a suite of offices at the State Department surrounded by a bevy of attractive young women secretaries, including honor students of one of his political science classes at Barnard College.

"Altho he is vested with the title of Assistant Secretary of State, an administrative office, State Department administration is the least of his duties. He is concerned with the whole reach of governmental policies from foreign relations to fiscal affairs, from industrial integration to the incidence of taxation.

"He is reputed to be the closest adviser of the President.

"Some say that he is more the Secretary of State than Secretary Hull, more the Secretary of the Treasury than Secretary Woodin.

"He is credited with the conception of a constitutional dictatorship whereby Congress has delegated vast powers to the Executive to make over the administrative branch of government and reorganize the economic order.

"To his influence is ascribed the decision to take the country off the gold standard, the inflation policy and the course the Government is pursuing in regard to the war debts, stabilization of currencies and other matters that will come before the world economic conference.

"Such is the pressure upon him that it is necessary for callers to make appointments days in advance, if they are lucky enough to be received at all. The schedule of appointments placed on his desk every day is longer than the Secretary of State's."

NEXT Mr. Henning introduces us to Prof. Rexford G. Tugwell, instructor in economics at Columbia University, whom he ranks as second only to Mr. Moley in the "brain trust." He is nominally Assistant Secretary of Agriculture, but actually adviser to the President on economic questions—

"Tall, slender, looking more youthful even than his forty-one years, Dr. Tugwell contributes a distinct flavor of scholarship to the political scene. Altho an accomplished expositor of the theory of planned economy as embodied in the industry control bill, the young professor is far prouder of his critique of the works of Thomas Hardy.

"A liberal but not a radical is the self-classification of Dr. Tugwell. The liberal, he explains, is content to experiment in the reconstruction of economic institutions, while the radical prefers the 'revolutionary tactics,' with which, he says, 'I have never found myself greatly in sympathy.' Capitalism he regards as in process of evolution into 'socialized industry.'

"Dr. Tugwell also had a hand in the preparation of the farm-relief act which has just gone into effect, tho the principal authors of that novel plan for boosting farm products prices are two other members of the 'brain trust,' Prof. Milburn L. Wilson of Montana Agricultural College, who is to assist George Peek in administering the law, and Prof. Mordecai Ezekiel, economic adviser to Secretary of Agriculture Wallace.

"Prof. A. A. Berle is attached to the Reconstruction Finance

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Corporation as an expert on railroads and other corporations. Prof. John Dickinson, serving as assistant Secretary of Commerce, helped to evolve the industry control bill. Then there is youthful Lewis Douglas, director of the budget, who used to be professor of history at Amherst before he went into politics and got himself elected to Congress.

"Another member of the 'brain trust' is William C. Bullitt, who was Mr. Roosevelt's scout in Europe before the inauguration, and is now special assistant Secretary of State with the principal duty of advising the President on foreign affairs.

"Then there are brilliant young James P. Warburg, son of Paul Warburg, who mixes finance with the composition of revue lyrics set to music by his wife, and thirty-six-year-old Charles W. Taussig, molasses magnate, who dispenses advice on trade and tariff questions."

THESE, then, are members of the "brain trust," or "academic Cabinet," which is producing an abundance of fears and cheers, chills and thrills.

As for the misgivings held in some quarters, Mark Sullivan tells us about them in an article copyrighted by the New York *Herald Tribune*. "Professor Tugwell," he notes in conclusion, "calls himself a 'liberal.'" And—

"So do all the planners and controllers. Are they not misusing that word, and by the way they use it misleading us? Most of us think of the word 'liberal' as implying the maximum of individual liberty. These self-designated liberals propose a system in which constraint, 'control,' is a first principle. A pregnant sentence in Professor Tugwell's book reads: 'It becomes more and more clear that these freedoms have to be restricted.' Does restriction of freedom mark a liberal?

"Use of the word 'liberal' to describe a 'control' which is the opposite of liberal seems indirect, an attempt to do something to America without letting America become aware of it until after the thing is done.

"This is precisely what troubles some of us in Washington. We think that in a spirit of sportsmanship and good faith the professor controllers ought to tell us plainly just where they propose to carry us, and give us a chance to say in advance whether or not we wish to be carried there."

Similarly disturbed, *The Herald Tribune*, a Republican paper, says editorially, "it is easy to understand why the leading Democrats of Congress are upset by this invisible contact of a President with experts who are neither Republicans nor Democrats, and who either can not or will not say what they are really seeking to put through."

IN view of all this it may be surprizing to read that members of the "brain trust" itself say, "there is no such thing." They "are a little resentful of the extent to which the alleged myth has taken root in the public mind." So we are told by Frederic William Wile, writing in the Washington *Evening Star*—

"What seems mainly to be objected to is the theory that the President has a private coterie of professor-advisers accustomed to assemble in more or less secret sessions whereat, amid an atmosphere of profundity and mystery, the great problems of State are pondered and miraculously solved.

"One of the shining lights of the constellation commonly called the 'brain trust' assures this observer that the country has got Mr. Roosevelt's professors all wrong. They never pool their minds en bloc. They seldom meet one another, and, when they do, it's usually by accident.

"Each and all of these experts have been assigned their jobs, it is declared, for special and specific purposes. They have no mandate, jointly or severally, to run or to save the country."

Accepting the "brain trust" as an actuality, the Boston *Herald* says it is not hard to find the reason for this innovation since "no President, except Mr. Hoover during the last part of his Administration, has been confronted with such a diversity of intricate, far-reaching problems."

To Frank R. Kent of the Baltimore *Sun*, "the bringing by Mr. Roosevelt of these students of economics and public questions into the Government and utilizing their brains to supplement his own practical political knowledge, is an ideal combination if it can be made to work. So far it has."

F. D. R.'s Victory Over the B. E. F.

"WE ARE WHIPT, and we have to hand it to that smart fellow at the White House."

So said a leader of the "die-hard" bonus marchers as he quit Washington with 350 others, leaving behind 2,600 veterans who had accepted the President's offer of enrolment in the reforestation army.

For the die-hards, the President provided transportation to their homes.

Thus Mr. Roosevelt checks up another victory, and again wins wide praise. It is interesting to sketch the history of the second B. E. F. and to note how the President, in the midst of tremendous problems, cleared up this difficult situation.

When several hundreds of the veterans reached Washington for a bonus-forcing convention of the National Veterans' Liaison Committee, provision was promptly made for feeding and lodging them at Fort Hunt, Virginia, a move that has been contrasted to the events of last year, when after some time the B. E. F. was driven out by force. For a time one group of veterans, known as the "right wingers," refused to join the Fort Hunt contingent, because of that group's suspected Communistic connections. There was, however, a recession from that stand after the "right wingers" spent several nights in the rain.

As soon as the ex-soldiers were lodged at the camp, President Roosevelt played another card from the new deal. He issued an order offering the men a dollar a day, food, clothing, and shelter in the Civilian Conservation Corps, working in State and National forests. This was hailed as a wise move to test the sincerity of the unemployed veterans. Thus, it seems to the Detroit *Free Press*, appears "something of the President's talent for dealing with refractory human beings."

And how was the offer received? "A dollar a day? Not for mine!" seems to sum up the initial reaction at Fort Hunt. An Associated Press dispatch to the Baltimore *Sun* tells us more of the same:

"Satirical remarks were heard repeatedly among the crowd.

"Albert G. Sellers, a field organizer of the Fort Hunt faction, exprest a hope that 'the majority of the men will have spirit enough to demand a living wage.'

"Joseph Bosc, when asked as to his attitude toward the President's offer of a job in the forests, replied:

"'Not for me. It's like selling yourself into slavery.'

"Bosc formerly did clerical work and said he had been out of work for some time.

"E. W. Teach, of Cleveland, exprest the belief that members of the bonus army would be 'fools to sign up (in the forest corps) for $1 a day.'"

BUT if that was the first reaction it wasn't long before many of the veterans began to see the wisdom of seizing the President's offer. They began to enroll by hundreds. In the final accounting 2,600 were in the corps, leaving only 350 die-hards.

"The President," says the Washington *Evening Star*, "has followed a policy in dealing with the bonus seekers that by its sincerity and fairness has left them completely disarmed—"

"At no time have threats or hints of compulsion been brought to bear in influencing their action. They have been honored by a visit from the First Lady and their leaders cordially received at the White House by the President.

"The President and his advisers knew that such a policy was uncertain. They were following a course that had not been followed before. There may have been doubts, on their part, whether the plan would work or whether the belligerent attitude of some of the professional agitators would be transmitted to the men in the ranks, with resulting trouble and disorder.

"The bonus marchers have removed these fears by their own response to fair and considerate treatment. They have not only vindicated the President's good judgment, but themselves as well."

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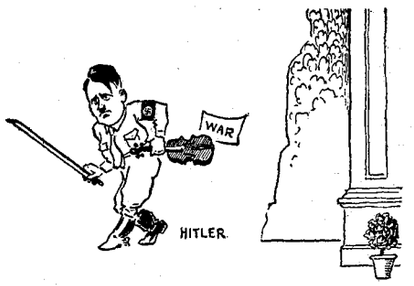
TOPICS IN BRIEF

PROSPERITY is at least looking around the corner.—*Boston Transcript.*

AT that, Pearl Buck's idea of a religion without a creed beats a creed without religion.—*Columbia Record.*

THINGS even up. Ignorance causes one man's fear, but it causes another's courage.—*Publishers Syndicate.*



MR. BLACK, as head of the Federal Reserve banking system, is much more happily symbolic than a man named Red would be.—*Wichita Eagle.*

LANDING in a fog, so the aviators tell us, is a risky business at best, but there are indications that the world is now willing to try it.—*Portland Oregonian.*

"FRESH Tear-Gas Rushed Into Milk-War Area."—Head-line. This is one case, of course, where the old injunction not to cry over spilt milk does not apply.—*Springfield Union.*

MR. ROOSEVELT is quite a linguist. He speaks English and French, and talks Turkey fluently.—*Atlanta Journal.*

ECONOMIST says our rivers are our greatest assets. Down this way they're never frozen assets, either.—*Arkansas Gazette.*

THE Government, says an Administration Senator, has to be careful not to raise our hopes too high. That might be a good idea to try out on the taxes, too.—*Boston Herald.*

JUST when America was about convinced that crookedness doesn't pay, here we have the triumphant comeback of the pretzel.—*Peoria Star.*

"THE shrieking, unmanageable child does not necessarily suffer from nerves," declares a doctor. Its parents and the neighbors do that.—*The Humorist* (*London*).

A CIRCUS recently employed for exhibition purposes a man who can turn his head completely around. Just an isolated case of a man who looked around for a job until he secured one.—*Atlanta Journal.*

THE recent series of economic conferences in Washington is already regarded as an outstanding success by our strategists. Most of the foreign delegates have returned home, and we still have the Capitol.—*Detroit News.*

OF the 480,000,000 passengers carried last year by American railroads, only one was killed in a train accident. This indicates that trains still have all the best of it over the boldest cars at the crossings.—*Weston* (*Ore.*) *Leader.*

CHICAGO "industrial consultant" says the unemployed are keeping their cars because of their faith in economic recovery. That's the Pollyanna explanation. The Gloomy Gus version is that they can't find buyers.—*Arkansas Gazette.*

OUR unsolicited but infallible plan for solving the world's social and economic problems, abolishing war, and ushering in the millennium is very simple. It involves Congressional consent to an Executive decree changing human nature.—*Springfield Union.*

BUSINESS is looking up for those who are looking it up.—*Atlanta Journal.*

RELAXATION of the Sherman Law has already been effected in the case of the Brain Trust.—*Philadelphia Bulletin.*

THE wolf at the door, like any other creation of witchcraft, is to be shot with a silver bullet.—*Portland Oregonian.*

NEW dresses have rows and rows of hooks and eyes. Getting ready for a nation-wide hook-up.—*Greenville Piedmont.*

IT'S a queer Constitution if the Government can take your land for public use and can't take your gold.—*San Diego Tribune.*

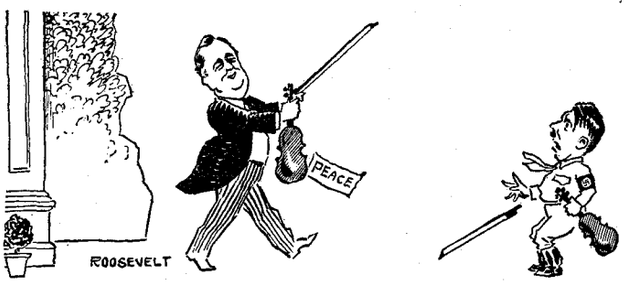
THE Italian who flew upside down for an hour was probably only trying to accommodate himself to this world of ours.—*Dallas News.*

PROHIBITION Staff Widely Cut.—Head-line. It couldn't be stuff, could it? But no; that wouldn't be news.—*New York Herald Tribune.*

ONE thing America can do toward keeping the peace of Europe is to refuse to let the nations open any more military charge accounts.—*Arkansas Gazette.*

THE human body, declares a chemist, is now worth only 69 cents, but look at all the doc expects to get just for patching the darned thing up for you!—*Boston Herald.*

ONE Democratic Representative offers a bill to limit each American citizen to a million dollars. But the old meany says nothing about how to get it.—*Dallas News.*



"THIS is no time for concealment," says a Congressman. The bathing-suit manufacturers evidently think so, too.—*Greenville Piedmont.*

THE fear that President Roosevelt may become a dictator is entertained chiefly by those for whom a dictator is needed.—*Columbia Record.*

A FOREST sharper has invented a way to cut eucalyptus-trees so they stay alive even tho a biannual crop of wood is harvested from them. Might try the same process on taxpayers.—*Jackson* (*Miss.*) *Daily News.*

WE don't know how much the radio humorists are getting out of Life, but we Judge some of them are taking Liberty with THE LITERARY DIGEST.—*Springfield Union.*

NOBODY has asked us for a slogan for the approaching world economic conference, but that's no reason why we shouldn't butt in with—More Amity and Less Calamity.—*Boston Herald.*

Hitler Plays Second Fiddle

—Seibel in the Richmond "Times-Dispatch"

"YOU can bet your life that if we have another war and if we're attacked we'll use gas," shouts Smedley Butler. Yes, but why doesn't he wait for the war?—*Springfield Union.*

GEORGE WASHINGTON'S feat of throwing a dollar across the Potomac River isn't so hot to a generation that threw twenty billions across the Atlantic Ocean.—*Columbia Record.*

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FOREIGN COMMENT

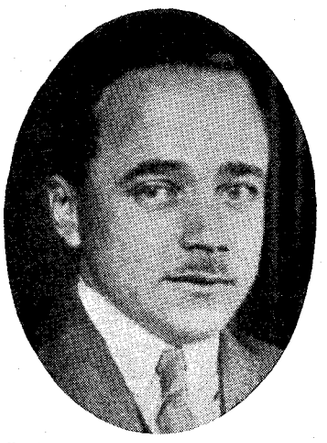
Austria's Struggle Against Hitlerism

THE ONLY BARRIERS between Austria and the "gulf of Hitlerism" are Chancellor Engelbert Dollfuss and his allies, the Heimwehr, or Home Guard.

Diminutive, dark-haired, snub-nosed, tooth-brush mustached, and only forty-two years old, as he is described, the successor to the prelate Seipel and the policeman Schober as rulers of Austria, Chancellor Dollfuss has virtually established himself as Dictator.

The Constitution has been in abeyance since the beginning of March, when the last parliamentary session ended. And, as George Slocombe points out in the London *Evening Standard*, Dollfuss refuses to call the Reichsrat together again, to avoid his own defeat, which would inevitably be followed by a dissolution and a Nazi victory at the elections. As this correspondent sees it, "the Chancellor is fighting Hitlerism with Hitler's own weapons."

How Chancellor Dollfuss can wield the "big stick" was shown in the middle of May when, abandoning diplomacy, the Austrian Government expelled the German Nazi leader, Dr. Hans Frank, Bavarian Minister of Justice. Accompanied by Hans Kerrl, President of the Prussian Diet, Dr. Frank went to Vienna to participate in a Nazi celebration of Vienna's deliverance from the Turks 250 years ago.



Keystone

Austria's Dictator

Chancellor Dollfuss, who declares his country will never be a "colony" of Germany.

The German officials were told bluntly as they stept from their airplane that their presence was unwelcome to the Austrian Government. This unparalleled incident in diplomatic relations between neighboring States is said to have brought the Dollfuss Government and the Hitlerite Government to the very verge of an open break.

The frame of mind of official Austria is indicated, Vienna press correspondents relate, in the statement made by Vice-President Skubl, chief of the Vienna police, to the German official visitors:

"I must tell you that your visit to Austria is not very desirable. I tell you this in the name of the Federal Government.

"Nevertheless, we have prepared everything to assure your personal safety. But we must ask you to inform us of your exact program."

THEREUPON Dr. Rein, German Minister at Vienna, on instructions from Berlin, protested against this "discourtesy" to the German representatives, but they abruptly returned to Germany, notwithstanding.

The great fear of the Dollfuss Government and its allies, it seems, is that Nazi dominance in Austria would bring about the *Anschluss* between Austria and Germany in what some call "its most sinister and most difficult form."

Meanwhile, the press note that Dollfuss has put a ban on the Nazi and Communist flags as well as on the Hitlerite Brown uniform.

The sharp rebuff given to Dr. Frank and his associates by the Austrian Government arouses both indignation and regret in the German press as shown in cables to THE LITERARY DIGEST. Its bad effect on the general European situation impresses the *Berliner Tageblatt*, which says:

"As we have repeatedly pointed out, it is regrettable to give the European public a spectacle which affords the enemies of united Germany and the enemies of the reasonable development of Central Europe material for new maneuvers."

THE *Lokal Anzeiger* deplores the fact that Austrian methods render normal relations between the two governments and countries impotent, and it declares reproachfully:

"The Austrian Government must be aware that the methods which it has employed make absolutely impossible the existence of normal relations between governments and countries.

"What effect the Austrian attitude may have is shown by the fact that the German Aero Club has canceled its entries for the Austrian Alps flights, naturally because of the Austrian Government's attitude toward the German ministers on their visit to Vienna."

In the view of the *Frankfurter Zeitung*, a serious error has been committed by Austria, and it argues that because of "the not particularly friendly Austro-German relations, the Austrian Government ought not have instructed its representative to tell their German guest that his visit was undesirable."

The whole German nation suffers from the conflict between these two great Powers, asserts the *Deutsche Allgemeine Zeitung*, which evidently considers Germany and Austria as forming one nation, and it observes:

"Austria is going through a grave crisis. Her relations with the German Reich are pitched at a more dangerous angle than ever before in many decades. Two great Powers are fighting about politically strategical key positions at Vienna, to the detriment of the German nation."

Trying to explain the present state of affairs in an impartial mood the *Koelnische Zeitung* argues:

"There are two reasons for the Austrian Government's alienation from Germany. First, Hitler's policy of centralization is arousing a fear at Vienna that Austria will be 'enslaved.'

"Secondly, there is a predominance of Christian Socialists in Austria who are much more moderate than the Nazis."

CABLES to THE LITERARY DIGEST from the Vienna press show a reluctance to discuss Austro-German friction. But they reveal a firm conviction for Austrian independence. The most outspoken organ, perhaps, is the Catholic *Reichspost*, which echoes with shrill enthusiasm the Chancellor's slogan: "Austria a colony? Never!"

Referring then to political

A French Jibe at Hitler

Dollfuss: "You can't sell any swastikas in this country."
—"Le Petit Provencal" (Marseilles).

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prisoners, numbering more than 500 Austrian Nazis and Socialists, seized for demonstrating against the parade of 40,000 of the Fascist Heimwehr, which was given as a symbol of support of the Dollfuss Government, this newspaper avers:

"The Government's political opponents arrested during the recent disturbances have been treated most humanely in prison. Assertions to the contrary are absolutely false.

"Concerning Austria's fate, nobody has a right to decide that except the Austrians themselves. We wish a sovereign and free Austria which may fulfil peacefully its Germanic mission in Central Europe.

"Any one who holds the idea that Austria's future can be dictated from Berlin should recall Dollfuss's recent speech at Salzburg: 'Austria a colony? Never!'

"Any one who seeks to ridicule Austria's wartime uniforms shows a moron spirit and must be pitied and despised."

THE allusion to the Austrian uniform arises from the fact that for the first time since 1918 the uniform of the old Austrian Army was worn officially on May 14, when Chancellor Dollfuss appeared in his wartime outfit as an officer of the Imperial Jaeger Regiment. He took the salute at the parade of the 40,000 Heimwehr troops above mentioned, which gathered from all parts of the country to show their loyalty to him and to demonstrate for Austrian independence and against union with Germany. In a copyright cable from Vienna to the New York *Herald Tribune*, Henry A. Diez tells us:

"Under the Constitution of the Austrian Republic it is forbidden to wear the uniform of the old-time Army, but since the rise of Hitlerism in the Reich the Government here has decided to abandon the present military uniform, which resembles the German, and to return to that of former times.

"If yesterday's motto, when the Nazis held a demonstration for union of Austria and Germany, was 'One people, one Reich,' to-day 'Austria forever' was the keynote of the celebration witnessed here.

"The imposing march through Vienna of the well-disciplined Heimwehr battalions proved that the 'Austrian front' idea is stronger than many had thought. Following the ceremony in the morning in the huge park of Schoenbrunn Castle, to commemorate the raising of the Turkish siege of Vienna 250 years ago, the Heimwehr parade lasted more than four hours."

To find a parallel to the present hostility between ruling circles in Berlin and ruling circles in Vienna, notes a Berlin correspondent of the London *Morning Post*, it would be necessary to go back to the years immediately following the Austro-Prussian War of 1866, when Austria had just been expelled by Bismarck from the leadership of the German Federation. This informant adds:

"The German governmental press is accusing the Austrian Government of acting as an instrument of France, and therefore as an enemy of Germany.

"The Austrian governmental press is giving it to be understood that the visit to Austria of leading German Nazis, all holding high office, without previously consulting the Austrian Government, in order to take part in political conferences and demonstrations with the Austrian Nazis, is an unfriendly action.

"The new Austrian oath binding the Civil Servants, among whom are many Nazis, to loyalty to an independent Austria is denounced in the Nationalist and Nazi press as a self-imposed oath to the disgraceful penalties of defeat."

THE Austrian Government is showing firmness and vigor, *The Morning Post's* Berlin correspondent concedes, but it will have to show achievement of the kind which appeals directly to the peasants if it is to succeed in preventing Austria "from being sucked into the Reich by way of the Nazi party." We read then:

"The mountain peasants, once supporters of the Austrian Christian Socialists (Conservative Catholics), are flocking to the swastika standard in bitter discontent just as the German peasants did.

"A conservative anti-Socialist Government like that of Dr. Dollfuss can not dispense with peasant support and can not appeal to Red Vienna, the Socialist stronghold, to aline herself with him against the swastika."

Soviet Russia's Drive on "Undesirables"

ENEMIES AT HOME are the present objective of the Soviet Government.

Frontier districts, munition centers, political capitals, and other places of prime military significance are being "cleansed of elements from whom an invader might draw support or sympathy."

All "former people," by which Soviet term is understood ex-aristocrats, ex-priests, ex-merchants, and the like, will be driven away from regions where they might be dangerous, and with them the kulaks and near-kulaks, who have fled from the farms, as also private traders.

Millions of inhabitants of regions under suspicion, reports Eugene Lyons in a Moscow United Press cable, are being sifted and tested to discover which are "undesirables," and he explains:

"The decrees for passportization provide the Kremlin with the apparatus for this extraordinary revision of its population.

"When passports were first introduced for all residents of Moscow, Leningrad, and Kharkov, the three largest centers in the Soviet Union, it was generally accepted as a method for reducing the swollen populations of those cities."

But a close study of the list of cities, towns, and regions from which "undesirables" must be driven, this Moscow correspondent avers, makes the character of the decree as a war measure indubitable.

COMMENTING on the "cleansing period," which runs from June first to the end of November, *Pravda*, official organ of the Central Committee of the Communist party in Moscow, has this to say:

"In the last two and a half years, the rapid growth of the political consciousness of the proletarian and peasant masses has resulted in an equally rapid growth of our party. Its membership has increased from 1,400,000 to 3,200,000 men (2,000,000 of them being active members and 1,200,000 candidates).

"Yet this wide admission of new members to the party, which, in a great many places, was carried on in a wholesale and indiscriminate manner, often without any investigation of the fitness of candidates, is responsible for the fact that undesirable elements have penetrated into the party.

"There are men who find it advantageous to belong to the party merely because it means getting coveted jobs and various benefits; also there are individuals who, while paying enthusiastic lip-service to Communism, in reality are malignantly undermining it.

"These opportunists and secret anti-revolutionists, shielding themselves with a party ticket, preach the reactionary doctrine of the 'gradual extinction of the class struggle' and of the leniency of the State toward the bourgeois elements. They babble that the Soviet Union has entered the stage in which 'inner peace between classes' should prevail. Men like Slepkov, Eismond, Astrov, and others, who recently tried to organize secret factions within the Communist party, are trying to thwart the policy of our party and to direct it into other channels. Also they are doing their best to prove that the Five-Year Plan is an 'impossible and unpracticable Utopia.'"

Pravda then calls attention to the fact that a lack of brains is the reason why many members of the party fall under suspicion. Such "comrades," altho sincerely devoted to Communism, do not possess enough political knowledge to justify their retention in the party, and this official newspaper goes on:

"An ignorant Communist can not play the rôle of mental leader and political organizer of the proletarian masses not belonging to the party, and this is just the rôle that a Communist must play. Hence, a Communist who does not know the program of his party and the main political decisions that were adopted by its Congresses and who, generally speaking, fails to work on himself and on his own mental development along the Marxist and Leninist lines can not remain a Communist.

"Instead of being ejected, however, such men will be merely demoted to the rank of candidates or to the still lower rank of sympathizers, from which, through real work and effort, they may again rise in time to the position of active membership."

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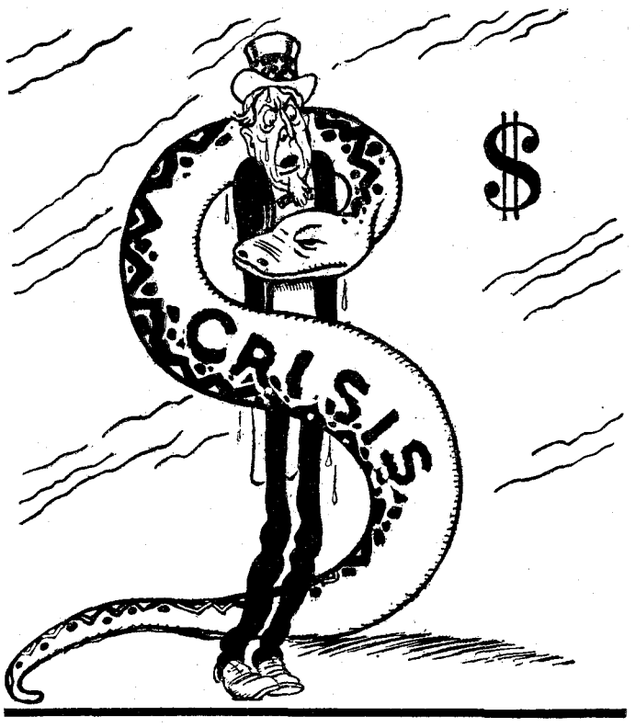
Abandoned

The Rich Mother: "Good-by, my che-ild—your poor mother can no longer afford to support you."
—"The Daily Express" (London).

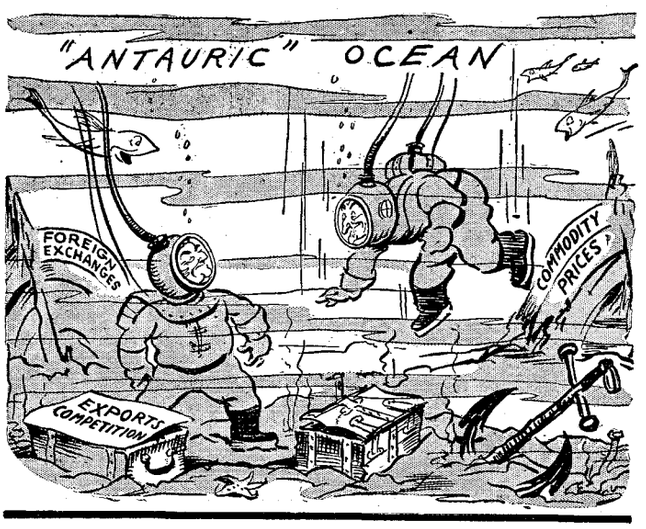
It's Warmer In Than Out
—"The Star" (London).

French Fears

The Franc: "I hope to goodness they don't fall on me!"
—"Pantagruel" (Paris).

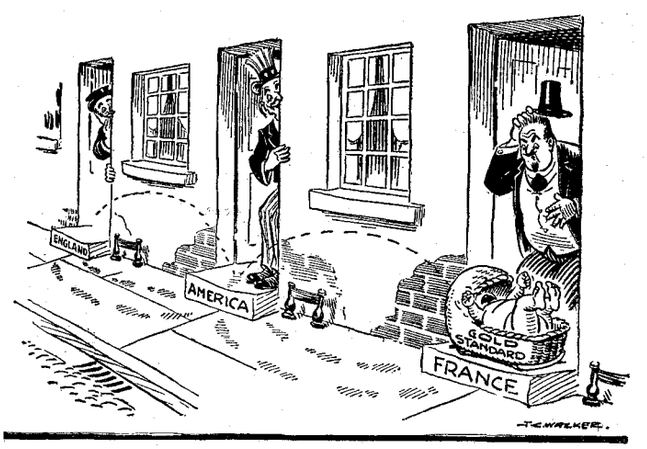


The Crisis Gives Sam a New Dollar Mark
—"Izvestia" (Moscow).



Salvage

John: "Hullo! So you have taken the plunge too. Why is that?"
Sam: "Oh, DIVERS reasons!"
—"The Evening News" (London).



Passing It On

Nobody seems to want this hitherto priceless "treasure."
—"The Western Mail" (Cardiff).

FOREIGN CARTOON FUN AS UNCLE SAM WENT OFF THE GOLD STANDARD

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Portugal's Blue-Shirt Fascism

BLACK SHIRTS IN ITALY, Brown Shirts in Hitlerite Germany—and now comes a new imitator in Portugal's Blue-Shirt Fascist movement known as National Syndicalism.

Meanwhile, the British taxpayer, according to the sentiment indicated in the accompanying cartoon, has to be content with wooden haberdashery.

Portugal's Fascism is described by a Lisbon correspondent of the London *Morning Post* as a blend of Hitlerite Fascism and of Mussolini Fascism. Because it is called the National Syndicalist movement it must not be confused with the Red Syndicalism

When It Comes to a Matter of Shirts

The British taxpayer has nothing to worry about.
—"The Bulletin" (Glasgow).

of Spain. Its leader is Dr. Rolao Preto, who is said to bear a personal resemblance to Hitler.

IN a country governed by a military dictatorship, whose armed patrols cover its entire area twice in twenty-four hours, and where a strictly enforced censorship prevails, Leader Preto had to have not only powers of adroit manipulation but also friends in high places. Both these requisites he possesses, according to the London *New Statesman and Nation*, which points out:

"The manual workers have been won over by the choice of the Blue Shirt, the thunder of the Communists has been stolen by the adoption of the Red Flag, the blessing of the Church obtained by the superimposition of the White Cross, and the moneyed classes assured that National Syndicalism, as the new movement is called, will 'erect a strong dam against Communism, Socialism, and other influences subversive of the present social order.'

"Rolao Preto is a personal friend of Senhor Oliveira Salazar, the Prime Minister. He has promised the Government that should the call come to sweep away those who are plotting against the maintenance of order he can place at the disposal of the President 5,000 blue-shirted champions. As to what the real program of the party is, that remains for the moment largely hidden beneath a sparkling crust of rhetoric."

Explaining the aims of Portugal's National Syndicalism, Senhor José de Almeida Carvalho, editor of Leader Preto's newspaper, *Revolucao*, tells us that it is—

"A movement of opinions and ideas toward a more just and equitable social organization.

"We aim at substituting the principle of liberty of work by a system of 'harmony of direction' under which capital, technical knowledge, and labor will cooperate under the protective care of the State in the maximum productive return for the welfare of the nation."

THE Portuguese Blue-Shirt movement bears certain family resemblances to Italian Fascism, yet Senhor Carvalho emphasizes the point that "whereas both those movements inculcate the worship of the 'Kaiser State,' National Syndicalism, based on the traditional Christianity of the Portuguese people, has worked out a formula which permits us to harmonize the sovereignty of the State with the moral dignity of free and spiritual entities."

This claim leads *The New Statesman and Nation* to wonder what the outcome of Portugal's new development may be, altho for the moment everything seems to go pleasantly. Still it asks:

"But what if the Syndicalists want Syndicalism? Like the Burghers of Hamelin, the Carmona Cabinet has given permission to the Pied Piper to slay the rats of Communism.

"But if the children, too, are to be led off at his heels into the uncertain paths of National Syndicalism, the Piper may be sent to cool his heels across the sea, following the tracks of the old navigators to Africa in that delectable colony where so many promising advocates of change in Portugal are eating out their hearts in exile."

A Mid-Ocean Port for Airplanes

SMOKE SIGNALS DURING THE DAY and searchlights of 120,000,000 candle-power and flares during the night will show German Lufthansa flying-boats where they can land on a floating island in mid-ocean.

This sea-going aerodrome, *Westfalen*, is to act as a stepping-stone for these commercial flyers of the German company on the 2,000-mile stretch in mid-south Atlantic between West Africa and South America. Month after month, writes a Berlin correspondent of the London *Daily Express*, the floating airport, an old North German Lloyd liner of 5,000 tons, which has been rebuilt in such a manner as to be unrecognizable, will drift around in the ocean, attracting the attention of the Lufthansa flying-boats, and this informant continues:

"The plan is that the flying-boat will land in the evening, and, after spending the night on the 'island,' will refuel and set off at dawn, and, to save time, the *Westfalen* will travel as quickly as it can all night—it can only travel at ten knots—in the direction the flying-boat is going.

"The flying-boat will not land on the *Westfalen* itself, but on a large tow sail which will be dragged forward on the surface of the ocean. The flying-boat will then be hoisted up by powerful cranes. When about to resume its flight it will be shot off with a catapult as are naval airplanes from their mother-ships.

"Every comfort has been provided for the 'marooned mariners' during their long stay on the 'island.'"

In addition to being a floating airport, it is related, the *Westfalen* will also be a laboratory, for it is well equipped with meteorological instruments and carries a small band of experts to check the currents and winds of the ocean. We read then:

"The only connections which the *Westfalen* will have with the outside world, apart from the calls of the flying-boats, will be by wireless and by bottle post.

"Every day hundreds of bottles containing letters will be thrown overboard, and it is hoped that the bottles will be picked up on the coasts of West Africa or South America after their 1,000-mile journey.

"The regular goods service between Europe and South America is expected to begin in September, and if everything goes satisfactorily a passenger service will afterward be introduced.

"But the one great difficulty which is still to be overcome is this: How will the flying-boats be able to land in stormy weather?"

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The "Dark Backward" of American Art

MODERN ART, LIKE MODERN DANCING, is largely caviar to the general.

But modern art, as practised in some cases among us, has this advantage over dancing, in that it has its roots in Western soil.

The current exhibition at the Museum of Modern Art illustrates this in bringing together examples of early sculpture and crafts work from South American countries.

The contributions are gathered from the Peabody Museum of Harvard, the University Museum, Philadelphia, the Museum of the American Indian, and the Museum of Natural History, New York, as well as private lenders. Visitors unable to reach this show before its closing June 30 should remember that these archeological centers are also permanent places to look for art.

This exhibition, says Henry McBride of the New York *Sun*, provides "a thrilling lesson in art to those capable of receiving it."

THE early Mayans, Mexicans, and Peruvians, he points out, obviously "possest a culture that in many ways surpassed the systems of living that the ruthless conquerors from Europe forced upon them." Also from the evidence exposed in this exhibition we are forced to admit that "nothing that we have been able to achieve since in art, and we confess it in awe and shame, compares with them in grandeur."

The lesson he derives from this show seems to be that we must cease going abroad for our inspiration and cultivate our own gardens:

"Is it indeed true, as certain European enemies of us declare, that we have sacrificed art to bathtubs? In a way, it is; the change from bathing in a river to bathing in a tub being but a symbol of the many complexities that we have innocently adopted without counting the cost.

"To accept a gold timepiece, as Ralph Waldo Emerson found out, is almost instantly to lose the accurate sense of time once possest by the Indians. We can not, in fact, have our cake and eat it too; and who among us will be the first to give up his gold watch and porcelain bathtub in order to carve goddesses the way these Mayans used to do?

"It is dismayingly apparent that a large part of grandeur in the arts is due to simplicity in thinking; and simplicity is a thing that has gone from us.

"Are we then to sit calmly and buy our art from the Mexicans, the French, or whoever else will think simply and energetically for us? The very question is ridiculous and deserves no answer. We will do our own art or have none.

"But in doing our own art, it seems clear we must do it in the essential way that those others did. That is, not by borrowing, but by thinking clearly and energetically. For instance, I have never heard that the Mayans who did the Maize Goddess went to Paris, in 515 A. D., to study. It seems quite clear now that they would have been ruined as artists if they had gone. Instead, they concentrated whole-heartedly on the doings around them. Take that Seated Stone Figure, from San Bartolo, for instance. What makes him now seem so priceless? Simply that he bursts with life. Everything in him in the way of emotion shines forth through his face. What precisely makes him so intense is difficult now to say, he may be taking part in some religious or military game, but as far as we are concerned he might be some simple youth on flame with excitement over a football match.

"When our artists burn with sympathy with some living quality in flower, animal, or human being, then and not until then will their work acquire perpetual interest for the world. To think that the squatty body of this Seated Figure is the trick—or the right-angled convention of the arms that clasp the knees is another trick—is to be just about a world away from a true conception of what is essential to an artist."

Courtesy of the Museum of Modern Art

Mayan Maize Goddess

Nothing we have been able to achieve since in art compares with such things as these in grandeur.

COMPLICATED as our life has become, Mr. McBride continues, "it still has its vivid moments, and still offers seductions to the artist, and still is being written into the scrolls of life." But—

"There is one phase—the wild-animal phase—that seems to grow fainter to our vision. The jaguar's head on the black pottery Mayan bowl is so superb that it can only have been designed by some one who knew the awful terror of close contact with such a beast; it can not be got, that sort of magnificence, by studying animals in the zoo. It equals in majesty the famous Assyrian relief of a mortally wounded lion, dragging its limbs over the desert sand as he emits his last death-defying roar.

"The gold ornaments, drinking-cups, and small idols are stylized adorably, and illustrate as everything else in this collection does that a knowledge of life is more helpful to the artist than conventional training. That Maya training, however, had been carried to a high pitch, can be seen in the relief carving of the Guatemalan Lintel No. 3, for in this the draftsmanship leaves nothing to be corrected by modern scientists, yet conserves most of the ancient grace. It is certainly astonishing to see figures carved with the plastic grace and security that only came into our tradition with the Italian, Masaccio."

IT is not intended by this exhibition, says Holger Cahill in the catalog, "to insist that ancient American art is a major source of American art. Nor is it intended to suggest that American artists should turn to it as the source of native expression." While it shows the high quality of ancient art, it answers such a need as Malcolm Vaughan indicates in the New York *American:*

"Modern art has much needed, as a means of explaining itself to the public, a series of exhibitions making clear for all to see that many of its central principles are as old as the hills. To be sure, all the antecedents in the world could never make bad examples of modern art good. But a knowledge of the best that has in the past been produced with similar principles can throw considerable light on what the modernist is nowadays about, can illuminate for us his aims and ideals.

"Works of modern art, like the art works of any other periods or peoples, are to be judged not in the least by the degree in which they mirror nature, but by the degree in which they combine the beauty of rhythmical order with depth of emotion, expression and lyrical intuition."

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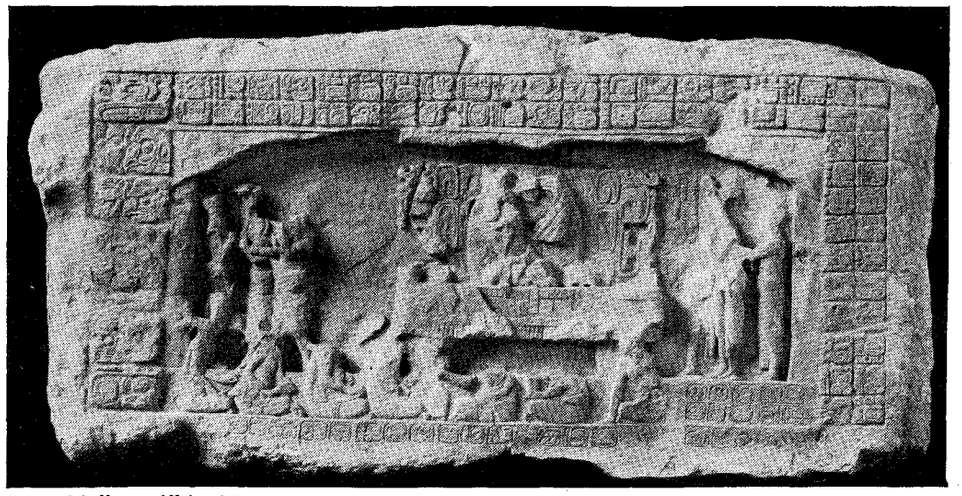
A Dry Season for Dancers

SINCE EVERYBODY DANCES—or nearly everybody—the dance as an art has its own struggles.

People do not go to see in its higher forms what they feel they can do passing well themselves.

So Mr. W. J. Henderson, music critic of the New York *Sun*, writes a column" to call attention to the value of the gifts bestowed by the dancers on the public, the formidable difficulties under which these artists have struggled through a most discouraging season, and the interest in their work shown by a small, but intelligent, section of the public."



Courtesy of the Museum of Modern Art

A Lintel from Guatemala (Maya Culture)

"Carved with a grace and security that only came into our tradition with the Italian, Masaccio."

See page 15.

"These dancers of ours are not only skilled technicians, but originators," writes Mr. Henderson. "The entire development of the contemporaneous dance is recent." But the old classic style is still welcomed on the stage through the excellent art of Patricia Bowman and Maria Gambarelli, "and the fecund fancy of art directors."

Foreign performers are welcomed. The most popular the past season was Udar Shan-Kar, who gave twenty recitals in New York alone.

A Spring Frolic Ball was given on May 19 at the Waldorf Astoria for the benefit of the Dancers Club.

Exception was taken by Miss Martha Graham to our report in our May 28 issue of Michel Fokine's impressions of her art, particularly "his quotations of her views of the classic ballet." Mr. Fokine's limited English misled him in regard to Miss Graham's comment on Pavlowa, it is alleged.

The writer of the letter to us, Miss Frances Hawkins, says:

"He quotes Miss Graham as saying of Pavlowa that 'she bowed very well.' What she actually said was that Pavlowa's greatness was apparent in even the least of her movements, and that her bow alone was a thing of great beauty."

As Mr. Fokine made some strictures on Miss Graham's art, we take this opportunity of quoting Mr. Henderson's view of it:

"Martha Graham is one of the great abstract dancers. She seeks to create responsive moods in us by dance forms which are absolute. They do not depict, delineate or mime in the familiar ways. They express their ideas through patterns entirely of dance. Miss Graham's technique is worthy of much study.

"We asserted lately that it rested on the foundations of the old classic dance. The elementary poses of the body and use of the limbs practised by the classic dancers have their places in Miss Graham's scheme even to the occasional pointing of the toes, but they have been subjected to characteristic developments and modifications. Subtle and beautiful rhythm inheres in all Miss Graham's creations. But rhythm exists in all art; there is no art without it.

"What impresses us far more than the technical expertness and resources of Martha Graham's dancing is the lady's imagination. That she possesses the creative faculty in generous measure can not escape the notice of any one who gives real attention to her compelling performances. Ruth St. Denis and Martha Graham, representing different phases of the present trends of the dancer's art, are women possessing something not far removed from genius."

The school of mimetics has also important members, to whose doings we have called attention in the past. Continuing with Mr. Henderson:

"Angna Enters is one of the leaders in this company, a remarkable artist whose skill as a painter is brilliantly reflected in the compositions of costume, pose, and continuity of action employed to delineate character or enact dramatic scenes planned for a solo performer.

"There are several dancers who might be classed as artists of eclectic tendencies, utilizing both abstract and mimetic methods. But it is not the purpose of this article to enumerate dancers or catalog their types of dancing."

One of the outstanding events of the later dance season was Charles Weidman's ballet-pantomime derived from Voltaire's "Candide," which was shown for a week at the Booth Theater.

This production ran the gantlet of the critics, receiving some severe thwacks from the male members of the critical faculty and more gentle pats from the female.

The dramatic critics were also turned loose on this, as well as the customary dance reviewers, since the theater business has recently offered little to occupy the attention of the former.

It might perhaps be expected that their minds would be more concentrated on the literary side of the show, hence Mr. Weidman's revelations of the arch-satirist of life were found wanting.

John Martin, dance critic of the New York *Times*, also fell in line with them and begged that Mr. Weidman, "when he retires to his farm this summer, will think things over," for "there is reason to believe that he is eminently capable of finishing what he has started and of creating out of it a first-rate satiric ballet-pantomime."

Mary F. Watkins of *The Herald Tribune* was better pleased:

"As Mr. Weidman is very possibly our leading male dancer in this country, and as his production of 'Candide' was prepared almost entirely from the dance angle, it would seem logical to appraise it accordingly, altho it is obligatory to state in passing that it seemed an excellent show for any stage.

"Such dialog and comment as there were came from the depths of a gilded mask, altho ejaculations, groans, shrieks, and squeaks were allowed to the players from time to time. This fracture of the rules of the dance did not, however, alter the status of the performance. Dancing it was, and often very good dancing indeed.

"There were episodes when Mr. Weidman's invention and the performance by himself and his companions touched a point of originality and skill which provoked immediate applause and admiration and shock. Here were, for example, the first canto entrance of the Bulgarian Army, the earlier 'experimentation' incident between *Pangloss* and *Paquette*, the pounded pantomimic rhythms of the dispute between the *Inquisitor*, the *Jew*, *Candide*, and *Cunegonde* in the second canto. For the rest, it was an orgy of energy, pace, and extravagant stylization, wedded with singular aptness to the musical idea, and lucid enough, on the whole, to define the fundamental theme of Voltaire."

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Will Modernism in Music Be Banished from Germany?

THE NEW RÉGIME IN GERMANY presents a situation for German music, particularly in composition, that bodes an abrupt change.

Extreme modernists are likely to be shelved.

"With nationalists arrayed against internationalists," writes Oscar Thompson in the New York *Evening Post*, "it is conceivable that not only Schoenberg but Hindemith, Weill, Krenek, and others who have been the German and Austrian leaders of what has passed for modernity will find themselves classed as internationalists, whatever their racial origin; the while there is fostered a nationalist school that turns its back upon their concepts, their means, and their ends."

This will furnish a shock to onlookers, for as Mr. Thompson points out:

"Nowhere in Europe has the sort of modernity that has figured at the international festivals of contemporary music had more attention than in Germany. That it has interested the rank and file of German musicians and music patrons has remained doubtful.

"This writer has made annual visits to the German music capitals and has found there much the same situation as in this country—that of group interest rather than mass interest in the music of contemporaries, whether resident or alien. He has listened to complaints that this music was not German. He has heard it charged that it was predominantly and characteristically international, and had no real root in the national soil of German art. He has heard it described as Jewish, in much the same way as he has heard New York jazz attacked on the same score. He has heard expressions of resentment against the adoption of the jazz idiom by German composers.

"He has encountered enough of this to prepare him for some conscious effort to turn German composers away from imported ideas to those which can be regarded as the natural expression of the German race."

Courtesy of the Museum of Modern Art

Laughing Head in Clay

(Totonac culture) from Vera Cruz, Mexico.
See page 15.

ON the other hand, among the modernists has recently been seen a revolt against Wagner, which attitude Mr. Thompson has "heard contended was never German." For the masses love Wagner. More:

"He, with Bach, Beethoven, and Brahms, bespeaks for them the greatness of the German musical art. As between Wagner and Schoenberg they would have no hesitation in declaring which was German, which was alien, which was national, which was international. Anti-Wagnerism was declared to exist almost exclusively in the ranks of the modernists and internationalists and to be no more German in Germany than it was in America, France, or Madagascar.

"Much the same has been contended concerning the 'revolt' against Strauss. The German public, it is insisted, never has revolted against Strauss. Only the internationalists, the so-called modernists, the composers resident in Germany who (as these nationalists contend) are not Germans, have proclaimed his downfall—the while he has gone on achieving more performances than any other living composer.

"There are Strauss cycles each year in various cities of Germany and Austria. The old lion can always be sure of public interest either when he brings out a new work or when he appears as a conductor. Tho non-Germans have never been able to reason why, substantially, the same is true of Pfitzner. He stands close to Strauss in the esteem and affection of many Germans.

"A resurgent nationalism, therefore, would seem to mean not only an increased idolatry of Wagner, with corresponding greater popularity for Strauss and Pfitzner, but a return, technically and otherwise, to wide-spread emulation of these composers. It may mean the death knell or at least the temporary submergence of the so-called modern movement in Germany. Already, there have been adverse pronouncements on the subject of modernity in painting and the decorative arts.

"Whether this extreme of nationalism in Germany will inspire and strengthen a parallel and competitive nationalism in the music of France and other European nations, with some repercussions even in America—all at the expense of the post-war sort of modernity—is cause for further conjecture. Whether it will have a tendency to rid music of its latter-day burden of cynicism and its addiction to the mechanistic, with a return to the warmer pulse of the romantics, is another guess in the dark.

"All political, racial, and ethical questions aside, the world is groping for a musical art of deeper spiritual roots than that which has been the product of exhaustion and disillusion.

"For better or worse in Germany, there is a new push on the pendulum."

Modern Life Ignored By English Painters

NEO-PRIMITIVE types and "nudes and semi-nudes" predominate in the Royal Academy show this year at Burlington House, London.

"Whether this increased attention to the human form more or less undraped is due to the popularity of sun-bathing only the artists can say," remarks Frank Rutter, art critic for the *Sunday Times* (London).

Having made this thrust at a present-day vogue, he doubts the validity of the reason, since British painters have always favored classical legends for painting, and because "the painters of to-day—apart from portraiture and landscape—rarely seem to be inspired by things seen, by the common happenings of contemporary life."

Why is this?:

"One could easily think of a hundred subjects, typical of everyday English life, which are left absolutely untouched by contemporary painters.

"A wide variety of sporting events which attract thousands of spectators, the feasts of color afforded by the great drapery stores, the interiors of restaurants, the open expanses of aerodromes, and the cramped crowding of motor-parks, dance-halls, and even humble tea-shops—these are a few of the things to which the public flock daily in hundreds and the painter passes by coldly.

"No wonder that people complain that modern painting is divorced from modern life, and that the men and women of the street find little to interest them in picture exhibitions.

"Failing dismally as a class adequately to record the pageant of contemporary life, the painters may urge in their defense that now they leave illustration to the photographers, and that they consider their primary business to be decoration.

"There is no reason why the two should not be combined, why decorative paintings should not be based on visual experience, but the tendency of the day appears to be to reduce subject to a minimum in decorative art."

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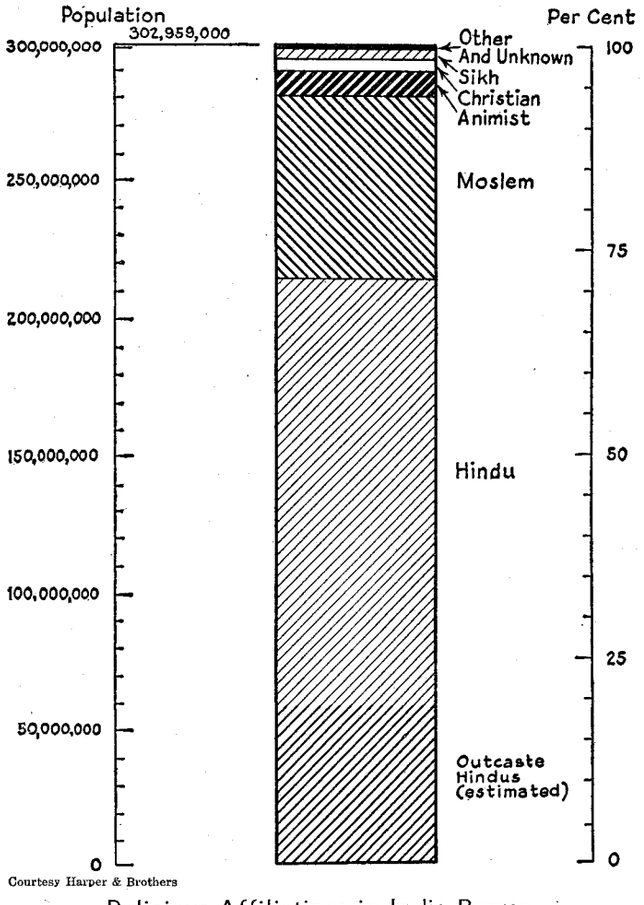
Christianity's "Enormous Enterprise" in India

FOR MAKING THE UNTOUCHABLE a human being, for beginning modification of centuries-old caste, for raising the level of women, for a reduction in illiteracy, and for bringing them Jesus Christ the people of India and Burma may thank Christian missions.

The recital may soothe the sting of recent criticism heaped on missionaries in the Far East.

The tremendous undertaking started early in the sixteenth century by the Roman Catholic Church, and now carried on by both Catholic and Protestant churches, has not been so ill-starred as some might conclude from the report of the Commission of Appraisal of the Laymen's Foreign Missions Inquiry, which has received much space in these pages.

In a year of research, a group of fact-finders from the Institute of Social and Religious Research compiled 3,000,000 words, from which the Laymen's Foreign Missions Inquiry has selected material for four volumes of reports. The first of these—that on India-Burma (Harper & Brothers)—is now at hand.



Courtesy Harper & Brothers

Religious Affiliations in India-Burma

IT will be recalled that the Appraisal report, largely based on the findings of these researchers, recommended far-reaching changes in the plan and scope of American Protestant missions in the Orient, and indulged in some severe criticism of their work and method.

In "India-Burma" we have a larger mirror. If it reveals "the need for some redirection of missionary effort" and for a method of cooperating with the clamor for Indianization, it also tells a story which those who have contributed millions of dollars—$3,354,000 in 1930 by the six boards affiliated in the inquiry—will be glad to hear:

"The missionary societies, and the Christian movements generated by them in these countries [including China and Japan] have exerted a powerful and cumulative influence on individuals and classes and, indeed, on entire nations.

"After making full allowance for whatever of narrowness, incompetence, sectarianism and tendency to domineer may have characterized the missions, their achievements, whether religious, educational, medical or social, have been great and pervasive. Both Christians and non-Christians recognize that the missionary movement has been one of the leading agencies of fundamental social change and of intercultural exchange.

"More specifically, the missions are given universal credit for being pioneers in the education and emancipation of women in these countries.

"In India and China the services of medical missions have been especially notable. In all three countries the Christian colleges are credited with having made a great contribution to the nation by training many of the leaders in social reform, eleemosynary work, education, journalism and governmental service. In Burma it is generally recognized that the Karens owe to Christian missions not only a substitute for animism, but also the greater part of their cultural and social advance."

Here is a clear outline:

"Christian missions, Catholic and Protestant, in India, constitute an enormous enterprise that ramifies into many phases of the country's thought and life. A force of more than 6,000 foreign missionaries, associated with well over 50,000 Indian workers, preaches in every province, conducts over 12,000 'recognized' schools, operates more than 200 hospitals, and, in addition, maintains a host of other institutions, such as dispensaries, leper asylums, tuberculosis sanatoria, orphanages, homes for women and the like."

THE vastness and complexity of the task ahead may be shown in the fact that India has a population of 302,959,000, more than two and one-half times the population of the United States, and that its people are far more heterogeneous than that which comes to the American melting-pot, for in it are represented almost all of the world's ethnological families.

There religion and politics are so strangely commingled that the government census tabulates the populations by religions where other countries tabulate by race. Seventy-one per cent. of the population was reported in the 1921 census as Hindu, 22.5 per cent. as Moslem, 3 per cent. Animist, and 1.5 per cent. Christian. In figures, the Indian Christians number 4,233,000.

But the number of Christians, we read, has been growing more rapidly than any other religious community in India. Census data for all India, including Burma, show that the Christians increased 33 per cent. between 1901 and 1911 and 23 per cent. between 1911 and 1921. During the latter decade the number of Moslem converts rose only 3.1 per cent., while the Hindu community remained virtually stationary.

While it is difficult to distinguish between the effects of the Christian enterprise and of Western civilization, the fact-finders in the present instance credit the missions with beginning some of the vast social improvements now under way in India. To recite:

"Missions have been a factor in improving the status of the whole group of more than 60,000,000 deprest-class people. The work of early missionaries among the deprest classes led large numbers of these outcastes to embrace Christianity. The converts thus gained a higher social status, and obtained the active assistance of missionaries in fighting their battles.

"The movement toward Christianity on the part of the deprest classes was followed by a tendency within Hinduism itself to take the equivocal position that untouchability was merely a social custom, not a basic religious tenet.

"As already explained, Hindus are concerned at the large

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inroads made upon the outcastes of their faith by Christianity and Islam."

Christian missions have also raised the level of woman and helped stimulate social service organizations. They have helped modify Hindu thought as well as action. Christianity has, one Bengali writer puts it, "given us Christ and taught us noble moral and spiritual lessons which we have discovered anew in our own Scripture." The result is, we read, that Hinduism is more nearly approximating Christianity.

MEMBERS of the fact-finding group were struck, we read, by the number of Hindus who seemed well acquainted with the Bible. Dr. Murray Titus thus summarizes the situation:

"People of all castes and creeds express great reverence for Christ and admire His teachings. But Hindus want to adopt Him and make Him one with Ram and Krishna in the Hindu pantheon. They are ready to regard Him as *a* Savior, not *the* Savior. A strong tendency is noticeable to Hinduize Christianity. At the same time there are men like Gandhi who have been deeply influenced by Christ, and the best way to describe them is to call them Christian Hindus."

But it is found that a readjustment of Christian missions to changing times and needs is necessary.

"There is wide assent to the general principle that Christianity should find expression in harmony with the genius and cultural background of each people," says the report. "But in practise, in respect to architecture, ecclesiastical organization and content of message, only minor and infrequent adaptations are found in any of the countries."

The transfer of essential control of church and educational institutions to nationals is also desired. It is complained that the bulk of Christian literature produced by mission agencies is "feeble, out-of-date, and semi-foreign."

"In all countries," says the report, "it is generally agreed by both missionaries and church leaders that the majority of professional Christian workers are inadequately trained."

Remains the problem of how Christianity shall conduct itself in the face of the great nationalist movement sweeping India, and of the desire for an Indianized church.

"Since Indianization is inevitable and even impending, only the preparatory free participation of Indian personnel, and missionary modesty and conciliation, can prevent disaster. Gradual achievement henceforth on missionary initiative is a prerequisite of success. This process should not be 'handing over' bit by bit, but a gradual coalescence without personal distinctions."

Courtesy of *The American Hebrew* (New York)

A Y. M. C. A. Rabbi

Dr. James G. Heller, who has become a director of the Cincinnati association. It is said to be "an unprecedented event."

A Jewish Y. M. C. A. Director

A RABBI sits down with a Bishop on the board of directors of the Cincinnati and Hamilton County Y. M. C. A., and Cincinnati Christians are proud of the choice.

In fact, "the election and acceptance of Rabbi James G. Heller is of such national and international significance," announces Judson J. McKim, general secretary of the Cincinnati association, that it was decided to release the news in advance of the acceptance of the other new members.

The Jewish Y. M. C. A. director ministers to Center Temple, Cincinnati, and is regarded as one of the outstanding leaders in reformed circles of Jewry in the United States.

His election, says Mr. McKim, "is an unprecedented event, of course. No Jew has ever been elected to a local Y. M. C. A. board during the eighty-five years of local association history." Indeed, as the Cincinnati *Times-Star* quotes Mr. McKim:

"As far as a hasty research has revealed it has never happened in the association throughout the world. Certainly the founders of the Y. M. C. A. would be greatly amazed could they now look upon this situation. But we here are looking in upon what many of us believe to be the beginning of a new day in the realm of religion just as we are entering a new day in all the other respects of life.

"Not every city has a Rabbi Heller, a man who has so identified himself with the community life of this city that it is quite impossible, we take it, for any unprejudiced observer to compile a list of the cultural and religious leaders of this community without including this distinguished rabbi among such leaders.

"Rabbi Heller will now take his place alongside the young and talented Bishop Henry Wise Hobson of the Episcopal Diocese of Southern Ohio and together they, with a group of laymen, will plan the program of the local association.

"Young men have again spoken and the association has always marched along with youth. Let us be thankful that religious leaders also seem to be promising us a 'New Deal' in their spirit of cooperation. I, personally, confidently believe that the Y. M. C. A. of this country is now entering a new day of useful service to this great community."

Should Army Chaplains Go?

THE PADRE BENT DOWN to hear the dying soldier's prayer. . . .

But there will be no more of that if a movement afoot to ask the churches to withdraw chaplains from the Army and Navy succeeds.

The withdrawal was proposed to the trustees of the Church Peace Union and the World Alliance for International Friendship, which met recently at Atlantic City, "as an expression of the Church's abhorrence of war."

Favorable action was asked by Dr. Peter Ainslie of Baltimore, worker for world peace and denominational unity, and Rabbi Louis L. Mann, Jewish leader of Chicago.

"Fifty-six nations," said Dr. Ainslie in presenting the resolution, "have signed the Kellogg-Briand pact denouncing war. The churches should not lag behind. The best way to express their agreement with the pact is to refuse to authorize their clergy to serve as chaplains at all times, not only in war, but in peace."

The resolution was opposed by both Bishop James Cannon, Jr., of the Methodist Episcopal Church, South, and Charles P. Taft 2d, of Cincinnati, son of the late President William H. Taft. Mr. Taft said, however, that he "would be perfectly willing that our chaplains should take off their uniforms and cease to be officers." The resolution was then referred to the trustees' executive staff. They are to report back some time this summer.

In "America at War," Newton D. Baker, Secretary of War under President Wilson, compares the work of the nurse with the responsibilities of chaplains:

"The chaplain did not have to drill troops. His business was to nurse sick souls, as hers was to nurse sick bodies. The nurse, however, dealt with the present world only. Her patient did not consider her religious affiliation, nor she his; and his parents were concerned only that she kept him alive in the present world.

"But in all that concerned the next world, which the chaplain

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represented, the matter of denominational affiliation was important—the souls of our soldiers represented more than thirty denominations."

THE former Secretary of War, notes the New York *Times*, testifies that no influence could replace that of the chaplain with his "soldier flock":

"He supports it by his bearing and counsel in the trying times of war, and contributes incalculably to the morale of troops. Tributes of commanders to the usefulness of chaplains at the front, at bases, and in the home service reflect the manhood and character of the Army chaplains.

"Eleven were killed or wounded in action. Others died in the exacting routine of the training camps and by the side of the stricken during influenza epidemics. Church organizations were a great help to the committees on training-camp activities, the chaplains directing amusements as well as holding services.

"In peace the chaplain is as necessary to the life of a regiment as the clergyman is to the moral needs of a community. In time of war the chaplain would be found at his post of duty with the consent and sympathy of his denomination."

Most Brains in the West and Cities

BRAINS, IT SEEMS, ARE MOVING WEST. And the city urchin has more intelligence than his country cousin.

But the intellectuals are shirkers when it comes to parentage—they make smaller contributions to the citizenship of the country than do those not so well endowed.

These are the outstanding results in a great national examination conducted by Frederick Osborn, trustee of the American Museum of Natural History and secretary of the Galton Society. He presented them to the annual meeting of the American Eugenics Society, held recently in New York, and they were prominently displayed next morning in the metropolitan press.

Under Mr. Osborn's scoring, New England, home of the classic tradition, loses to the West, and Dixie, with her numerous Negroes, her millions of unschooled highlanders tucked away in the Appalachians, and her large rural population, loses to both. Washington, from where Cape Flattery slopes into Puget Sound, stands first, California second, and Massachusetts third.

It is a distinct blow to Harvard and beans, and to Boston, a step lower than Hollywood.

The Pacific coast gets fourth place, too, with Oregon, while Maine, spelling for "Down East," can do no better than twenty-fifth. New Yorkers will be surprized to learn that the Empire State is as far down as thirteenth, a step lower than Minnesota.

THE rural population is graded lower than the urban in intelligence; the children of the professional classes stand higher than those of the worker and farmer, and the Southern Negro is lower than his brother who lives in Harlem.

A significant item in this survey is that the brainier part of the population has the fewest children, and in the city, where the I. Q. is highest, the birth-rate among the intellectuals is not sufficient to keep pace with the toll of death among them.

This "index of cultural-intellectual development" for the various States is based on mental tests among school children, Army intelligence tests, illiteracy percentages, magazine readers per 100 of the total population, and other tests.

In his composite table showing the intelligence rankings of the various States Mr. Osborn finds that the fertility of the people and their intelligence follow each other closely, but in inverse proportion. The table was compiled by Mr. Osborn and Dr. Frank Lorimer, of the Eugenics Research Association, who together are writing a book on the subject which will be published in the fall by Macmillan Company, under the title "Population Changes in the United States."

The scores of the States are found to be as follows, the median of zero being used in determining whether a State is above or below the average in intelligence:

1. Washington	+9.03	25. Maine	+1.95
2. California	+8.92	26. Wisconsin	+1.73
3. Massachusetts	+8.83	27. New Jersey	+1.31
4. Oregon	+8.69	28. Kansas	+ .83
5. Connecticut	+7.53	29. Indiana	− .25
6. Wyoming	+5.31	30. Arizona	− .40
7. Colorado	+5.30	31. Maryland	− .58
8. Vermont	+5.24	32. Florida	− .94
9. Montana	+5.10	33. Missouri	−1.75
10. Ohio	+4.73	34. Delaware	−2.17
11. New Hampshire	+4.42	35. West Virginia	−3.69
12. Minnesota	+3.54	36. Virginia	−3.77
13. New York	+3.51	37. Oklahoma	−5.66
14. Rhode Island	+3.34	38. Texas	−6.18
15. North Dakota	+3.23	39. New Mexico	−6.60
16. Iowa	+3.12	40. Kentucky	−7.16
17. Utah	+3.08	41. Tennessee	−8.22
18. Nebraska	+2.88	42. Alabama	−8.82
19. Idaho	+2.88	43. Georgia	−9.19
20. Michigan	+2.85	44. South Carolina	−9.29
21. Nevada	+2.72	45. North Carolina	−9.35
22. Illinois	+2.61	46. Arkansas	−9.92
23. South Dakota	+2.51	47. Louisiana	−10.90
24. Pennsylvania	+2.14	48. Mississippi	−10.92

"On the whole," concludes Mr. Osborn, "the index of cultural-intellectual development bears an inverse relation to the index of fertility. But by far the most important differences in regional groups are to be found between rural and urban districts. Here the results are almost always consistent, the farm being below the town, the town below the city."

GENERALLY speaking, the city child, it seems, has a higher intelligence quotient than his country cousin, yet fewer metropolitan babies are being introduced to society—not enough, in fact, at the present rate, to preserve the city's population. The farm produces the most babies, the rural non-farm group comes next, then the town people, and last the metropolitan areas.

"But it is in the distribution of the population by occupational groups that the widest, the most consistent, and the most interesting differences in intelligence are to be found," says Mr. Osborn. "Here it has been found that the children of professional men have, when considered in large numbers, consistently the highest intelligence quotient. The offspring of business and clerical fathers ran second highest; the skilled and semi-skilled workman next, the unskilled laborer next, and the children of the farmer are to be found in the rear."

Racial origins show little, if any, difference, according to Mr. Osborn. Southern Negroes have a lower intelligent quotient than Negroes living in the North. Similarly, rural Negroes have an average mentality lower than city Negroes, and "the Southern rural white does not rank above the Northern urban Negro."

It has been demonstrated, says Mr. Osborn, that by bringing a child, white or Negro, into an urban environment, the intelligence quotient can be raised.

"All of which probably proves not much of anything except that the average intelligence of the country is not as high as it should be," comments the Rochester *Democrat and Chronicle*. "And we are again confronted by accusing evidence that the higher intelligence groups have smaller families than others."

The tests are "measures of sophistication rather than of inborn intellectual capacity," in the opinion of the New York *Herald Tribune*. The market place sharpens the wit to a keener edge than the drowsy village. And, "since this must have been a commonplace observation ages before Aristophanes presented his amusing illustrations of it to Athenian audiences, the Osborn-Lorimer report would seem to reveal nothing so clearly as the eugenicist's need for a system of tests that will detect intellectual capacity rather than measure degrees of acquired smartness. They will then be able to tell us whether the decline in the birth-rate is among the potentially useful people or is simply among sophisticated people, and the results will be of great interest."

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CURRENT POETRY

UNSOLICITED CONTRIBUTIONS TO THIS DEPARTMENT CAN NOT BE RETURNED. UNPUBLISHED POETRY UNAVAILABLE

THIS homely poem in the Chicago *Tribune* has a message for rural as well as urban readers. It is long because it contains a memory for many:

THE OLD BARN

BY EOLUS

What shrine of youth would you most love to visit—
You urban exile from the farm? What is it,
Among the wraiths of scenes and places gone,
The mists of dawn lie dim and gray upon,
That memory retraces oftenest,
And fancy frames in pictures tenderest?
Far down the creek there was a shaded hole
You haunted in the spring with line and pole;
Deep in the woods, a sugar camp whose glory
Was glamorous as well as gustatory;
Whose aroma of boiling sap and smoke
Had potency, bewitching, to invoke
The favor of the demi-deities
That ruled the pagan halidom of trees,
And fill your heart with pagan ecstasies.

Shrines such as these, devout and intimate,
O sad and prodigal Sophisticate,
You've longed to kneel before again, and pray
Forgiveness for that you have gone astray
From those enchanted sylvan realms of Pan
And grown to be a disillusioned man . . .
Yet more revered than these, one shrine supreme
Looms lovingly in every exile's dream—
That common sanctuary of the farm,
Protecting all its denizens from harm,
The gray and venerable barn that stood
And faced the world, its back against the wood.
Is there, within your club, a corner now,
As cozy as its hay-upholstered mow?
And do you ever hear orchestral strain
As light and lilting as the singing rain
Upon its clapboard roof? Or know such balm
Upon your soul as its cathedral calm?

Rude shrine of shadows and of memories!
Do you recall such mysteries as these:
Faint, furtive sounds of movement in the hay?
Strange ghostly rappings at the close of day?
The whir of wings unseen? The hoot owl's shriek?
The swallow's chatter, and the mouse's squeak?
Do you remember climbing in the dark
Up to the mow? And how you saw a spark
Of witch-fire wavering above your head,
And heard a moan that filled your soul with dread,
Till reassured and heartened by the way
The horses down below still munched their hay?
Ofttimes a feared and haunted place by night,
Yet, through long, peaceful days, with what delight
You sought its tranquil refuge, dreaming dreams,
And speculating on a thousand themes
Of youthful fantasies and yearnings. Strange
How early came the unhappy urge of Change;
How, every fall, your wistful eyes would follow
The migratory passage of the swallow!

A sanctuary, too, when sorrow clutched
Your childish heart—your tender heart, untouched
And joyous heretofore: When one lay ill
You loved, and all the house was deathly still,
And neighbors whispered in funereal fashion,
The barn held out its arms in mute compassion—
The friendly barn, the good old barn that knew
And understood the inmost heart of you . . .
The woods behind the barn were drenched with rain,
(How could the sun have heart to shine again!)
Your little world had crashed . . . And still, today,
Though years sufficed your anguish to allay,
There is a something missing from the sun,
A something added to the rain; and none
Who looks upon the sun and rain from high
Above the street but greets them with a sigh
Sometimes, and with a yearning heart . . . What is it,
Down on the farm, you would most love to visit?

SOMETHING here in the spirit of "The Green Pastures," the play that most everybody has seen. In *Pegasus* (Lawrence, Long Island):

LI'L' GAWD, JESUS

BY REV. EDWARD J. HUMESTON

Ain't nobody mention Gawd no more,
Worship d' li'l' Gawd, Jesus!
'Cept'n dey must 'a' fergot an' swore.
Worship d' li'l' Gawd, Jesus!
Kain't keep Gawd an' keep yo' brains,
Worl' ain' steered no more 'n trains,
'N 'tain' no use comin' in when 't rains.
Worship d' li'l' Gawd, Jesus!

Pow'ful book, by a man ob d' Worl',
B'lievin' d' li'l' Gawd, Jesus!
Say dat Gawd done gone in a whirl.
B'lievin' d' li'l' Gawd, Jesus!
'Peahs t' me lak dey's sump'n wrong,
'Member d' time when Gawd went strong.
But now dey say He ain' fo' long.
B'lievin' d' li'l' Gawd, Jesus!

Kneel by d' manger whah He lay,
Lovin' d' li'l' Gawd, Jesus!
Cradled sof' in d' fragrant hay.
Lovin' d' li'l' Gawd, Jesus!
Ain't heahd say He 's neveh born;
Kain't 'splain away dat happy morn—
His mammy's eyes, so soon fo'lorn,
A lovin' dat li'l' Gawd, Jesus!

Seem lak Ah heahd d' p'fessor state,
Worship d' li'l' Gawd, Jesus!
Dat d' li'l' am jes es big 's d' great.
Worship d' li'l' Gawd, Jesus!
Dere's sho 'nough room fo' d' min' t' roam;
Heah 'n mah heart am d' blue ob d' dome:
But Ah's got t' fin' mah soul a home!
'N worship d' li'l' Gawd, Jesus!

STUDENT poetry often achieves a high standard. This for imagination is good, and comes from the Central High School, Minneapolis, Minnesota. In *The Husk* (Mount Vernon, Ia.):

PARTING

BY ELIZABETH HART

WOMAN:

Why are they turning the dark earth?
I hear the sound of the spade
As it strikes a stone; hear the dark earth falling.
What is that space they've made?

LOVER:

They are making a garden, my love, my love.
They are turning the earth, for it's spring, you know.
They are making a bed for the flowers, love,
That each delicate spray may grow.

WOMAN:

What is that dark cloud coming?
What is that cold wind bringing?
Why does the house rock and the room spin?
And out of the cloud a bird singing—

LOVER:

That is the shadow the tall trees make
That lean on the window of the room.
And that is the heart of a frightened thing
Singing in the gloom.

WOMAN:

Why have you grown so pale, so pale?
Like stars through water; like a thin veil—

LOVER:

The garden is planted, my love, my love,
A heart under and a soul above.

BEWARE of rash promises even to one's self. In *Better Verse* (Saint Paul, Minn.):

SURPRIZE ATTACK

BY CLIFFORD GESSLER

I said that I would let no soft looks wind
Their tentacles around my heart again.
I said that no soft word, however kind,
Should lure me any more to love's sweet den.
And so I schooled my body to resist
The subtle invitation of each sense
And called cool winds to blow aside the mist
Of hot desire, and spurned its recompense.

And then I looked at you and heard your voice
And saw into the windows of your mind;
Then I forgot my harsh and hasty choice
And meekly held by hands for you to bind.

I had defied sweet flesh to take its toll—
But I had neglected armor for the soul.

MR. NICOLSON was in this country lecturing here and there, but could scarcely have hoped to see his words exemplified in *The New Yorker:*

WHERE THE SUN NEVER SETS

We are proud of that little island in the mists of the North Sea, and her power to withstand the times.—*Harold Nicolson, in a lecture.*

BY HENRIETTA FORT HOLLAN

In London, as in Singapore,
Tea is served at half-past four,
In the shadow of Gibraltar
Colonels' ladies seldom alter.
Pies are made of steak and kidney
In New Zealand as in Sydney;
Wives of Bombay diplomats
Wear the most astounding hats.
In Mayfair, and in Kenya, too,
Ice with whiskey is taboo:
Stable—though the pound may vary—
Stands the realm of George and Mary.

THO his muse refuses to soar, his poetry walks the earth on shining feet. In *Kaleidograph* (Dallas, Texas):

I BELIEVE IN THE GOOD BROWN EARTH

BY HAROLD WESLEY MELVIN

I believe in the good brown earth
From which all loveliness has birth,
The fecund earth of corn and wheat,
Echoing to the marching feet
Of rains and snows, and shaded under
By grey tumultuous clouds of thunder.
I believe in mountain weather,
In gravitation's stretching tether
That pulls us back from lambent stars,
That draws us back from perilous moons,
To sweet fern at the pasture bars
And the quietness of afternoons.
I believe in the good sun playing
On endless water, moving, swaying,
In the singing tribe that go on wings
To celebrate such earthy things
As spring that shakes an April dawn
In wonder on a greening lawn,
As summer walking to the tune
Of affluent and lovely June,
Of autumn breaking like a battle
To sound of arms and sudden rattle
Of winds arrayed against the trees,
A subject for an antique frieze
Carved by a cunning Grecian hand.
I believe in the hosts of men,
Walking, shouting in the land,
Who die and rise to sing again,
And give to earth, the very sod,
A heart that leaps to the throne of God!

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PERSONAL GLIMPSES

The Ridley Riddle Equals Dickens Plus Balzac

LIFE WAS JEALOUS OF FICTION, so it went to work and brewed a great murder mystery.

Into that brew it introduced so many quaint ingredients, smacking of the gaslight, carriages, and flowing whiskers of nineteenth-century New York, that the trimmings of an ancestral costume tragedy decorate a savage double killing of to-day.

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"Practise Economy and Industry"
Said "Old Ridley"—and He Did.

People rubbed their eyes at the antique strangeness surrounding the murder of an eccentric old millionaire and his secretary in the deep, dank subcellar beneath what had been, in the eighties and nineties, the stables of the great establishment founded by his father—the fashionable Ridley dry-goods store, now a memory.

Writers, fans, and critics of murder thrillers held their breath.

Day by day their amazement deepened as the plot unfolded fresh details, one or two at a time, without revealing its main secret. Life was practising the trick of suspense, which every author of thrillers strives to master.

Also life was imitating the styles of different authors, mostly Victorian—now Dickens, now Poe, now Balzac, Gaboriau, Ambrose Bierce.

De Quincey, one of the gentlest connoisseurs of murder, could be pictured following the daily disclosures of the Ridley case with delicate zest, as did some of our own dilettanti who cultivate homicide as a parlor game and a literary fad. One of the mildest-mannered of these assures THE DIGEST that the Ridley case is the most absorbing American double murder since the affair that put De Russey's Lane on the map.

THE picturesque atmosphere of the mystery is enhanced enormously by the old-world personality of the principal victim.

Edward Albert Ridley—Old Ridley, as he was called by the East Side folk near his cellar office—might have stept straight out of the pages of Dickens. His patriarchal beard suggested Santa Claus to some post-mortem observers, Walt Whitman to others.

By whose hands had he been beaten to death with an office stool, in his underground cave of toil and money-making, just before, after, or during the fusillade of seven bullets which killed his secretary and factotum, Lee Weinstein?

That question was not to be answered immediately. The mystery was to enlarge itself under official scrutiny of the ton and a half of business papers removed from the gloom of the murder cellar.

Mystery trod on the heels of mystery. Weinstein was not the first Ridley secretary to be murdered. His predecessor, Herman Moench, had been shot to death two years earlier. And now came an official pronouncement that the seven bullets which killed Weinstein had spurted from the same revolver as the two that killed Moench.

But where was that revolver, and who had fired it, and why?

The mystery-thriller fans were frantic with guessing, and the connoisseurs of murder as a fine art bought all the latest editions.

Old Ridley's intricate business as a dealer in real estate and mortgages seemed to revolve around a total estate of some $4,000,000. Weinstein did most of the contact work among tenants and mortgage borrowers. Doubtless some of those people had grievances. To master minds at Police Headquarters it seemed that revenge was the motive for the murder of Weinstein and the earlier one of Moench.

AND Old Ridley? The fact that he received no bullets gave color to a supposition that his murder might not have been part of the program. The shooting of Weinstein took place in the outer office. Old Ridley might have emerged from the inner office and tackled the assassin, who, having emptied his gun, might have beaten off the old man with the stool, eventually finishing him.

But that was all guesswork. The guessers went on grubbing through the documents and letters for traces of a tenant or mortgagor with a mortal grievance against Old Ridley's factotum or Old Ridley himself.

And that brought up another suggestion of Dickens. It was reported that Old Ridley had posed as a good fellow in his personal contacts with tenants or mortgagees, making Weinstein do all the browbeating and evicting. Dickens fans recalled that kind of a landlord, with that kind of a factotum, in one of the master's novels.

But that was all guesswork, too. And a day or two later the

Acme

The Street Approach to the Murder Cavern
Note Mr. Ridley's shingle on the right of the doorway.

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mystery fans and homicide esthetes were basking in the light of new revelations, each one of which had the air of having been concocted by a practised writer of thrillers. Consider:

The discovery that Weinstein had a secret wife, living in an up-town hotel.

The discovery among the office records of what appeared to be a secret code, started by Moench and continued by Weinstein. This brought exclamations of "Poe!" and "The Gold Bug!" but so far hasn't led to anything in particular.

The discovery in the cellar of a secret door, camouflaged to look like the brick wall. It communicated with a long-disused "drop," into which bootleg trucks were wont to descend by elevator, to be disguised or to transfer their loads. But this find, tho exciting enough for an "extra," failed to connect itself plausibly with the crime.

The discovery of a will signed by Old Man Ridley. It divided the estate among a flock of Ridley relatives, and, incidentally, bequeathed $200,000 to Weinstein.

That will became an object of suspicion. The fact of its existence had been "tipped off" to the police by a friend of Weinstein's who had done some special accounting work in Old Ridley's underground castle.

THEN came the arrest of the tipster and another Weinstein satellite who had been similarly employed. Events moved fast for a few days. Confessions were extracted from both prisoners. They had conspired with Weinstein in drawing up the will. They had been present when Weinstein obtained his employer's signature to it. That was easy. Old Ridley was eighty-eight and almost blind. The false will was slipt among other documents needing his signature.

But still the murders were not explained.

The prisoners' confessions embraced an extensive system by which they had helped Weinstein to rob Old Ridley of some $200,000 through dummy corporations which they organized to receive payment for repairs to Ridley properties—repairs that never were made.

But a dead Ridley and a dead Weinstein were no longer profitable to them, as they pointed out. Nevertheless they were held under prohibitive bail, which kept them behind bars. And the search for murder clues went on and on.

Acme

The Camouflaged Secret Door

Up to this point of our story, the record has been so crowded with incidents that we have had to condense them as well as we could. Now we turn back for some of the leisurely atmosphere and flavor that we have missed. These glimpses of Old Ridley are from the New York *Sun:*

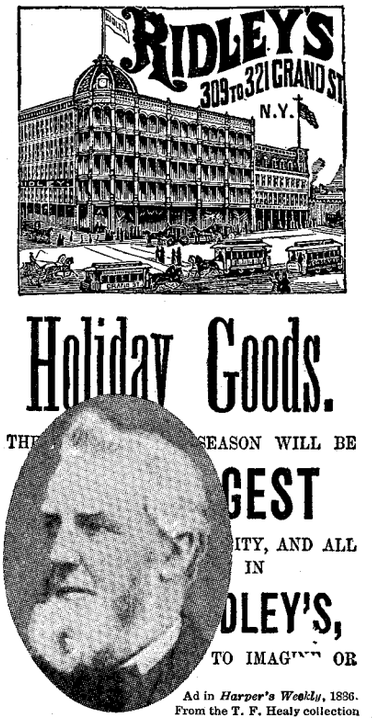
A black derby was always clamped on his head. He wore an overcoat—sometimes two—every day, winter or summer, spring or fall. Under the topcoat was a faded and shiny frock coat which he wore year in and year out. He carried an umbrella and wore rubbers, rain or shine.

They say that the old gentleman's one slogan was, "Practise economy and industry." He practised it. He wore his clothes until they were little better than rags, buying new ones only after much persuasion from his landlady, Miss Emma Boucher, in Fanwood, New Jersey, where he lived for thirty-five years or more, commuting from there to his damp and cheerless office.

Nor was his eccentricity and thrift confined to his habits of dress. The story is told that Old Ridley would arise every Sunday morning in Fanwood, board a train and ride to Jersey City and back just to use up his commutation ticket.

He insisted on dining alone. He made it a point to enter the dining-room at his boarding-house before or after the other boarders had eaten. If others entered the dining-room while he was there he would get up from the table and leave his meal unfinished.

In business Ridley was strictly honest, lived up to his contracts, and insisted on others doing the same. He never was known to reduce rent.



Ad in *Harper's Weekly*, 1886. From the T. F. Healy collection

The Big Store and Its Founder, the Paternal Ridley

So much, then, for the character of this queer old man who was marked for a violent death. It was the kind of death he had expected ever since the murder of Moench.

An Englishman by birth, Ridley came to this country as a boy. His father, Edward Albert Ridley, Sr., had been a successful merchant in Newark, England, but fled from the country to escape a debtor's prison after he had met reverses. For two years the father peddled goods from door to door, and in 1851 opened a small dry-goods store at 311½ Grand Street.

From that small beginning there arose in Grand Street the department store of Ridley & Sons, occupying the entire block.

THE store reached its peak in 1887, we are told. At that time it employed 2,500 persons, maintained a delivery service that required many horses and wagons, and did a $6,000,000 business. Reading on:

In the years that followed, however, the shopping trend shifted up-town. In 1901 the Ridley brothers gave up. They sold the stock and fixtures of the store for $300,000. Arthur Ridley, now dead, went into the brokerage business. The lower East Side remained New York to Edward Ridley, and there he stayed.

Seeking solitude, he moved into the five-story building at 59-63 Allen Street. He wanted to work without annoyance from the rumbling elevated trains overhead, so workmen dug the sub-cellar, thirty-five feet below the street level. Ridley moved in. Herman Moench, who had worked as errand boy in the store, became his sole helper.

On January 3, 1931, the white-haired Ridley, then eighty-six years old, arrived at his cave-like office at 11:30 A. M., his usual hour. Methodically he removed his overcoat and overshoes, placed his umbrella in a corner, and sat down to work.

Moench had preceded him to work as usual. He had left a batch of checks on the desk for Ridley to sign. For a few minutes only the scratching of the pen could be heard as the old man worked. Then he finished and called Moench. There was no answer. Ridley arose and walked around the thin partition that separated their desks.

Slumped in his chair as if asleep was Moench. Ridley shook him, but he did not awake. Then he noticed a thin trickle of blood down the side of the chair. Moench was dead from two bullet wounds in the chest.

The police, after a lengthy and fruitless investigation, put the murder down as motivated by revenge. Old Ridley always believed that the slayers had meant to kill him, and would have done so had he been at the office. He probably was right. But the killing of Moench has not yet been solved.

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Gorillas Are Turning Out to Be Real Folks

THE MORE SCIENCE LEARNS about 'em, the more Africa's great apes shine by contrast with shady politicians, racketeers, gangsters, grafters, and other human riffraff.

When gorillas get a chance, they're willing to play the game. Two recent happenings suggest the idea that they might develop, with a little encouragement, into pretty good citizens, if not legislators.

First the Smithsonian Institution announces the discovery in a gorilla of "a brain of higher type than any ever found in an animal."

DIGEST readers will be interested to hear that the brain thus glorified is that of Okera, the *patient-looking* baby gorilla brought home by the Martin Johnsons, with other live specimens, and pictured in our issue of February 27, 1932.

It seems that Okera died some months ago, after endearing himself to an admiring circle of scientific friends in the National Zoo at Washington, and so human were his ways that the examination of his brain became a work of deep interest and importance.

The result "shed new light on the evolution of the animal brain upward toward the human level, tho giving no direct evidence of relationship of men and monkeys," according to the Associated Press.

Illustrations by courtesy of *Nature Magazine*

The Thinker—Ngagi

Details of an affectionate friendship between a human being and two gorillas are related by Belle J. Benchley, *manager* of the San Diego Zoological Garden, in a recent issue of *Nature Magazine*. Her subjects and pals are Mr. Mbongo and Miss Ngagi. Human? They have inhibitions 'n' everything!

Listen to Mrs. Benchley:

On the day of their arrival they walked out of the roomy shipping crate, in which they had lived much of the time for a year, into what must have looked like utter freedom. Their cage is eighteen feet high, twenty feet wide and forty feet long. It has a sand floor, an oak-tree, fallen logs, swings, and a large pool.

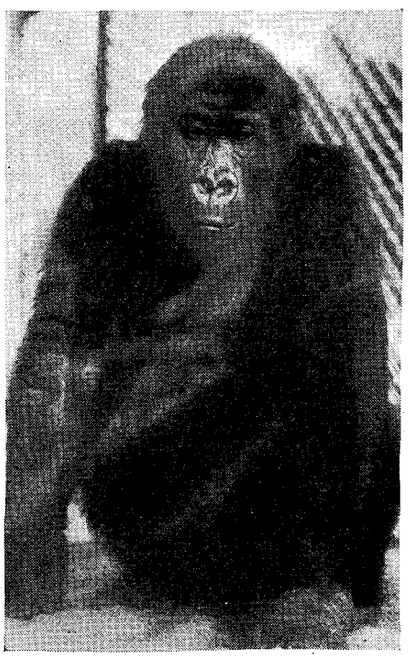
WILD animals "usually leap from their crates expecting freedom, or slink out in fear of the unknown. These apes walked out as tho they had been doing that very thing all of their lives." Thus Mrs. Benchley describes that homecoming:

One behind the other they stalked to the very center of the cage, looking neither to the left nor the right. Then Ngagi turned toward Mbongo and they gazed earnestly into each other's eyes.

After their silent communion, Ngagi sat down on a low cement block and I was imprest with the fact that her posture was entirely human—back erect, knees bent and slightly parted, the entire sole of both feet resting flat on the floor before her.

Mbongo made a leisurely examination of the cage, touching nothing but scanning everything, and then, apparently satisfied, returned to Ngagi.

The keeper arrived with some fruit and vegetables which they accepted and ate with the same relish they had shown at meals since a few minutes after their capture. Having dined and assured themselves of their safety, the two gorillas rose, and, beating upon their chests almost simultaneously, began to box and wrestle.



Why Worry?—Mbongo

Greater familiarity with these creatures would have taught me that this was not so much actual play as a form of showing off, their reaction to the crowd.

OF her own ripening friendship with the pair, Mrs. Benchley writes:

Mbongo was friendly with every one, and would greet me readily, almost from the first, but it was not for several months that Ngagi showed any preference for me, or any special interest in my appearance. At this time she began to show that she welcomed me even out in front with a group of visitors, and her attention to me in the back of their sleeping quarters far surpassed anything she offered to her keepers. She was greatly concerned one day when I appeared with a small boy in my arms, and, after peering at him for a few minutes, she turned her back solidly upon me, refusing to glance in my direction even at my most wheedling tone.

It was months before she would allow me to touch her. The day she did capitulate was a great one for both of us, and triumphant as I felt, she had actually gained the greater victory for she had conquered her own fear and reluctance. I will never forget her expression when she turned to look straight into my eyes. We were very close together and great beads of perspiration stood out upon her black face. Then she sighed and relaxed against the bars.

In terms of psychology, it would appear that Ngagi is a pronounced introvert, and full of repressions. And now we come to the day when Mbongo proved himself a jolly extravert by giving Mrs. Benchley a kiss. As she rather shyly tells the tale:

One very recent incident in regard to Mbongo is too precious to omit, yet I tell it with a certain reluctance lest I appear sentimental to a foolish degree.

I had been busy and tired and had had no more than a few words with the gorillas for more than a week. Sunday morning early, when I hoped it might be private, I slipt over the fence and went up to the wires to see them.

I had no treat to offer and after a few pats and some conversation, Ngagi lost interest in me.

I walked over to another corner where Mbongo was waiting his turn.

His joy at seeing me was evident and he pushed up as close as he could to the wire where I sat.

He looked steadily into my eyes and kept getting his face closer and closer.

To please him, I turned my face sideways and prest it against the wire. He also pushed his face against the cage as hard as he could until I felt the pressure of the wire.

Then he stuck out his lips to touch my face as he does my dress. But the thickness of the wire prevented his reaching me.

Quick as a flash he stuck out his tongue as far as he could and touched my cheek with his wet, warm tongue. It was a startling surprize, because I had expected nothing like this.

Mbongo was surprized and delighted at his own temerity. He stood and beat his chest with all of the gusto in the world.

A laugh from the crowd which had gathered made me realize that the action had been plainly seen and a small boy called out,

"Does his tongue feel like a dog's?"

I realized, of course, that it did not, that it was warm, smooth, and as soft as that of a small child.

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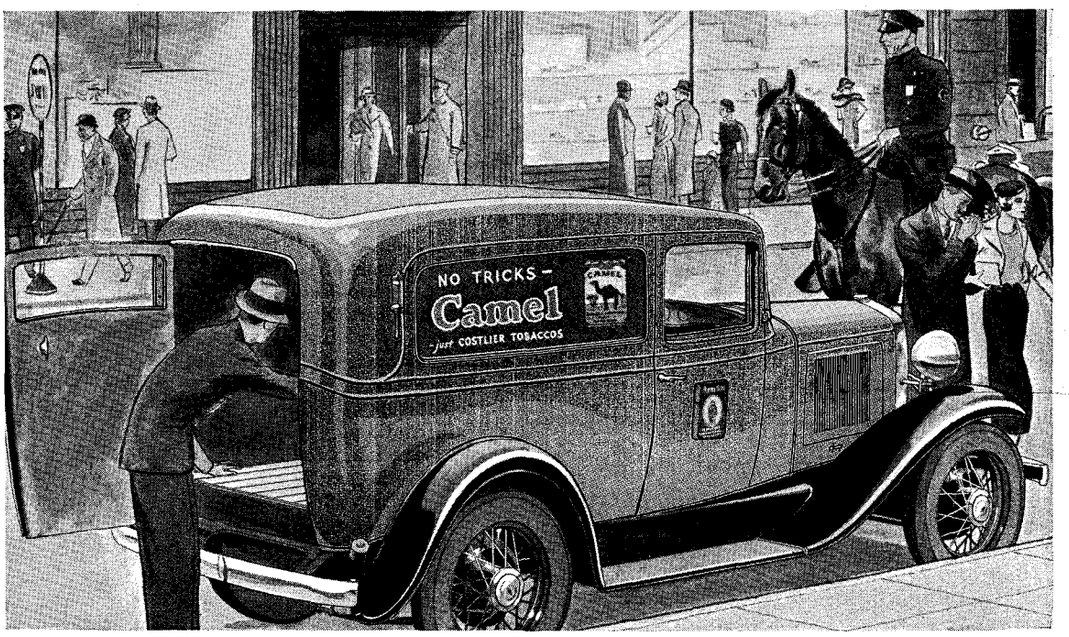
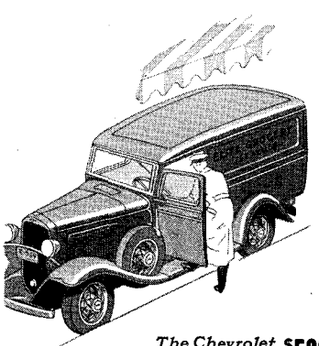
At 10,000 miles you've only begun to

SAVE WITH CHEVROLET TRUCKS



The Chevrolet Sedan Delivery..... $545



The Chevrolet ½-Ton Panel $530

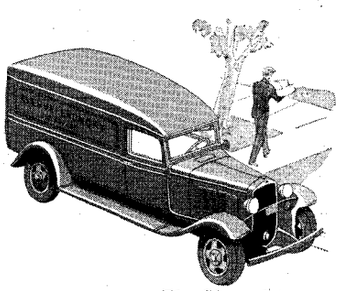
CHEVROLET You Chevrolet owners who have driven your trucks only 10,000 miles, and have already saved a lot of money on gas and oil and purchase price, just you wait! You've only begun to enjoy Chevrolet's famous economy.

Wait until that speedometer of yours shows twenty—thirty—forty thousand. Wait until that truck reaches the point where the ordinary low-priced truck would begin to show its age—and cost plenty of money. Then's the time when Chevrolet quality counts—in dollars and cents. Then's the time when you'll really start to appreciate how much you save with a Chevrolet!

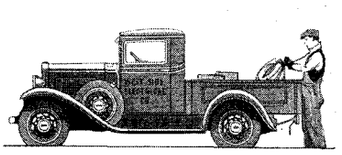
Instead of consuming a lot of gasoline and oil, your Chevrolet will keep on running on a minimum of fuel.

Instead of costing you many a dollar for adjustments and upkeep, this sturdy six will stay on the job, dependable as ever. And instead of sending your repair bills up, Chevrolet will continue to keep them down.

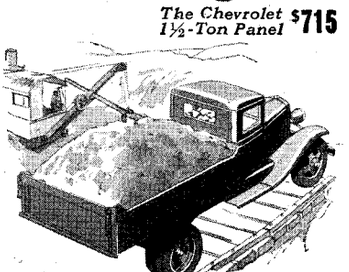
Six cylinders! Overhead valves! Rugged axles! Staunch, heavy frames. Solid, well-built Chevrolet bodies! That's why you'll save—and keep on saving with Chevrolet trucks—for the first 10,000 miles—and many tens of thousands after that!



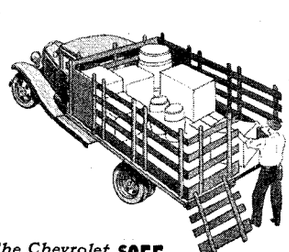
The Chevrolet 1½-Ton Panel $715



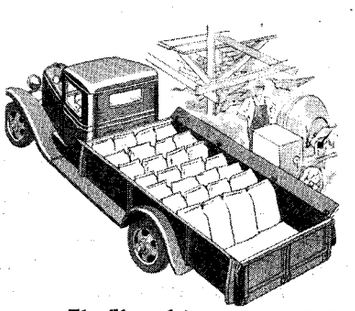
The Chevrolet Closed Cab Pick-Up..... $440



The Chevrolet Dump Truck. $815



The Chevrolet 131" Stake.... $655



The Chevrolet 1½-Ton Open Express... $650

CHASSIS PRICED AS LOW AS $330 ½-TON MODELS WITH BODIES AS LOW AS $440

1½-TON MODELS WITH BODIES AS LOW AS $625

All prices f. o. b. Flint, Michigan. Special equipment extra. Dual wheels on 1½-ton models $25 additional. Low delivered prices and easy G. M. A. C. terms. Chevrolet Motor Co., Detroit, Mich. A General Motors Value.

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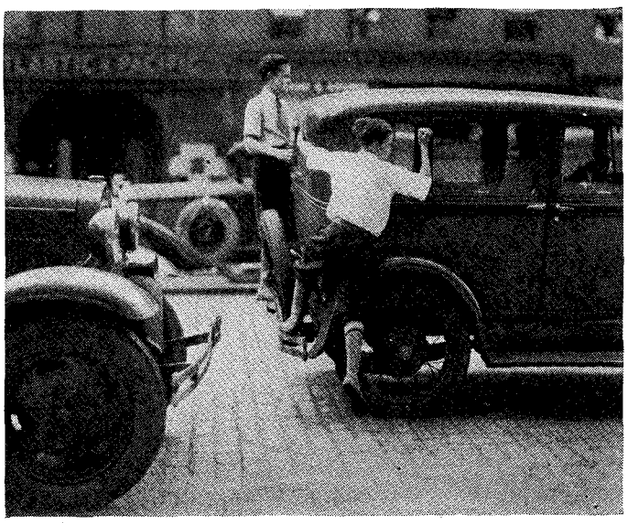
Child-Saving in New York Streets

EXCELLENT RESULTS MAY BE OBTAINED by co-operation between crime prevention and accident prevention.

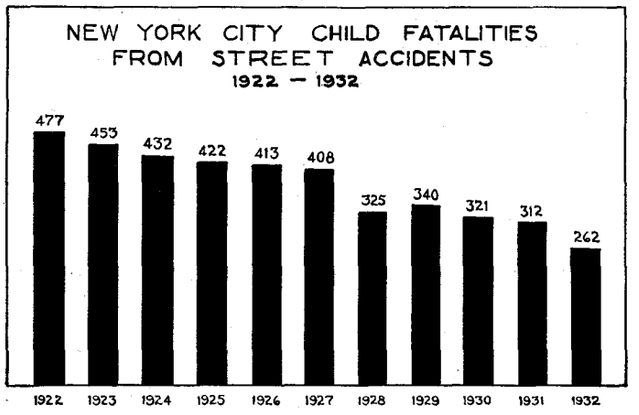
This has been demonstrated in New York's remarkable reduction in street accidents to children during the past ten years.



Wait Till They Get Home!

Parents of these young offenders are often interviewed by Welfare Officers of the precincts.

This reduction has been consistent, as will be seen from the accompanying graph, and represents a decrease in child fatalities of more than 45 per cent. from 1922 to 1932. How has this been accomplished? Says Philip D. Hoyt, First Deputy Police Commissioner, in *Safety Education* (New York):



"Realizing that any intelligent prevention efforts must be based on careful study of accidents, the New York Police Department, with the cooperation of the school authorities, began a number of years ago to make analyses of accidents to children, covering causes, ages, hours, and classifications by school districts. Reports were sent every month to the principals. Under this plan each school has a complete picture of the accident situation in its neighborhood, showing clearly the serious hazards and what type of education is needed.

"The school authorities immediately started to make good use of these accident statistics. So much interest was shown that the Department started the publication of an illustrated bulletin called 'Street Accidents,' which devotes a large share of its space to child-safety problems.

"This year, with the cooperation of Dr. William O'Shea, Superintendent of Schools, we have undertaken a unique project. We have arranged for teachers in the New York schools a twenty-weeks' course in accident prevention designed to acquaint them with the facts about the accident situation in their city, and to suggest various means of teaching safety in the classroom."

COMMISSIONER MULROONEY in addressing the teachers characterized the traffic problem, with its accidents and tragedies, as the most serious one of these times. The record last year was the most heartening one in many, many years, he declared.

"We could not have obtained that unless we had the members of the Board of Education to aid us. Such aid as you can give us, and the results that can be obtained from the co-operation between these two great departments, will, I am sure, make New York the foremost city in the world in safety work." To quote further:

"Lectures in the Course in Accident Prevention deal with source materials for the teacher, standards for operation of school-boy patrols, the use of accident reports, physical and mental causes of accidents, economic costs, economic values of safety teaching, mechanical aids to traffic regulation, the police traffic personnel, visual aids, and various safety projects.

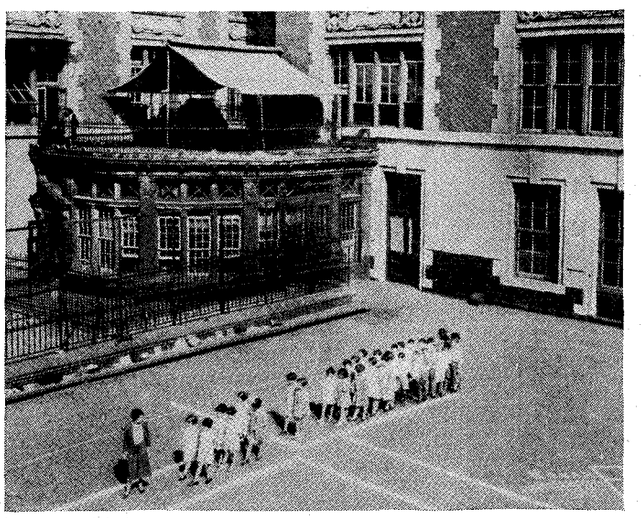
"The course for school-teachers in accident prevention is only one of a number of courses covering street safety in the Police Academy. The first course for the public was held last year when representatives of the large commercial fleets, including managers, safety supervisors, transportation foremen, etc., attended a course on fleet safety, at which emphasis was placed on the traffic regulations and proper driving practises.

"Every one of the 19,000 members of the Police Department, whether on patrol or traffic duty, is concerned with child safety in one way or another. Commissioner Mulrooney instructed Commanding Officers to make particular efforts to reduce accidents to children resulting from certain practises, such as crossing against traffic lights and stealing rides.

"Stealing rides or hitching is resulting in a constantly increasing toll of child life. The activities of the police to curb this practise are continually being extended. In many cases the young offenders are taken in charge by welfare officers of the precincts, who notify the parents and seek their help in discouraging this practise. Every effort is made to interest the children in wholesome recreation activities as an antidote to the kind of play which may lead to accidents.

"The accident-reporting system is the basis of all our prevention work. The entire force of 19,000 policemen is available for investigating accidents and making out reports.

"A third of the accidental child deaths in New York last year were due to two causes—crossing in the middle of the block, and running off the sidewalk into the roadway. Crossing between crossings caused nearly four times as many deaths among children last year as crossing against signals. Our present program is emphasizing the kind of education which will help to reduce this type of accident."



Photographs by courtesy of Police Department, New York City

Practical, Timely Education

A street crossing reproduced in the playground is used to teach a safety lesson.

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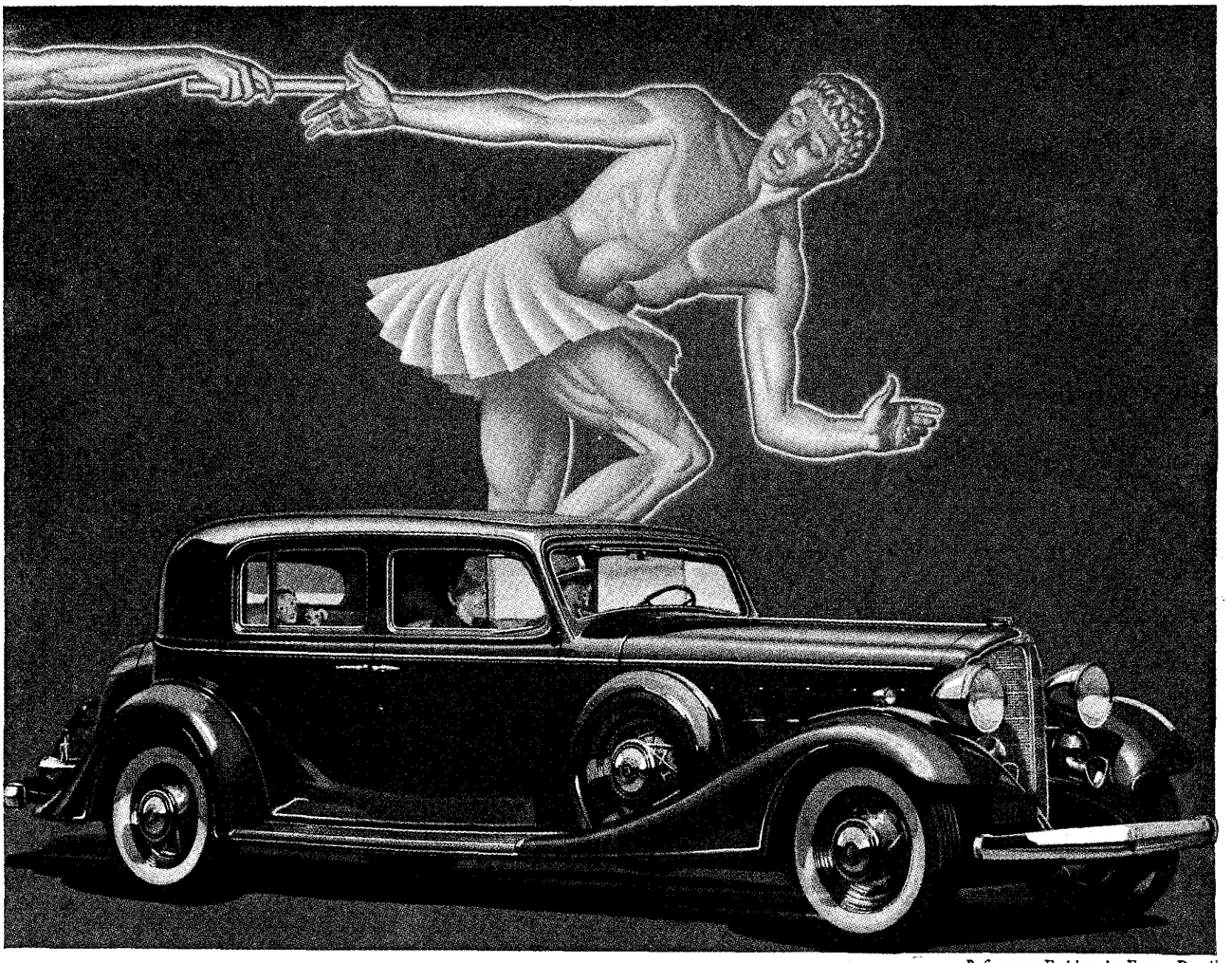

Refinement Evident in Every Detail

BUICK GIVES MORE AND BETTER MILES

. . . that's why so many families buy Buicks time after time

Buick

Men and women show a *preference* for Buick cars which goes beyond mere liking. It amounts to strong, lasting friendship. The man or woman who has owned *one* Buick invariably buys Buicks *again and again*. Because ownership *proves* that Buick gives more and better miles. *Better* miles—surely. The new Buicks are *large* cars, *fine* cars. They have the long wheelbases (119 inches to 138 inches) which mean real beauty and riding comfort. And the *weight* (3866 to 4901 pounds) which means ability to hold the road and maintain high-speed performance hour after hour without strain. *More* miles, too. Many Buicks have traveled over 200,000 miles, serving smoothly and dependably year after year. *Buick keeps faith.* And so men and women give back to Buick the loyalty which Buick gives to them. They make Buick *their* motor car, as *you* will, when you learn what a sound motor car investment Buick is.

The 20 new Buick models are offered at moderate prices on convenient G. M. A. C. terms. All are Buicks through and through. They have new Bodies by Fisher, Valve-in-Head Straight Eight Engines cushioned in rubber, and new Fisher No Draft Ventilation, Individually Controlled. All are fine, economical motor car investments.

• Visit the General Motors Building, Century of Progress, June 1st to November 1st.

SINCE 1906 (Goggles and duster days)

26 BUICKS

Dr. Victor L. Garbutt, 312 Professional Building, Detroit, Michigan, ("these few words will tell you what I think of them") has owned 26 Buick cars, including a 1933 model.

SINCE 1910 (When T.R. went to Africa)

15 BUICKS

Mr. Harry A. Jay, 737 North Michigan Ave., Chicago, Ill., ("proud of the record and sure that it shows good judgment") has owned 15 Buick cars, including a 1933 model.

SINCE 1918 (Year of the Armistice)

18 BUICKS

Mrs. Emma Boughton, Newark, Ohio, ("feel qualified to state that Buick builds the best car that travels the highway") has owned 18 Buick cars, including a 1933 model.

SINCE 1908 ("Merry Widow" days)

34 BUICKS

Mr. E. Avery McCarthy and family, Los Angeles, Calif., ("beginning 25 years ago with the famous Buick 'White Streak' ") have owned 34 Buick cars, including a 1933 model.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM . . . A GENERAL MOTORS VALUE

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The Cure of Cross-Eyes

SQUINTING VISION, or cross-eyes, is readily curable. Treatment, however, should begin before the seventh year.

The cross-eyed child can be restored to straight vision. With the adult, the task is difficult or impossible.

Says Dr. Luther C. Peter, of Philadelphia, in a tract issued by the National Society for the Prevention of Blindness, entitled "Facts and Fallacies Concerning Squint" (New York):

"Popular belief and prejudice are always barriers to progress. This applies with special force to the unfortunate cross-eyed child.

"To laymen, cross-eyes are the direct result of some sudden fright, shock, strong emotion, convulsions, whooping-cough or some other disease of childhood. Hereditary influences seem to be unimportant to them. It is but natural, therefore, that another child in the family may become a victim following one of the causes mentioned.

"As a matter of fact, there is a logical sequence of events leading up to each case of squint. The number of children who become cross-eyed is small as compared with those whose eyes are straight. At birth the child's eyes are not perfectly co-ordinated or capable of working together. After six to eight weeks the eyes begin to work harmoniously. At the end of the first year this habit of parallel vision becomes fairly well established. The eyes are straight.

"In order to use the two eyes together a faculty or habit, known in medical language as fusion, is awakened. Each eye sees singly, but the two images become blended or fused into one. In one of the rarer forms of squint this ability to fuse is totally absent.

"In the more common type, a fusing power is present at birth but is weak, as are all other mental faculties. It grows and develops and begins to assert itself six to eight weeks after birth and increases in power up to the seventh year.

"If no other defects were present, the growth of fusion would continue uninterruptedly and the eyes would remain straight. Unfortunately, farsightedness of high degree is a second factor which interferes with normal progress. Vision is not sharp because of the far sight. In most instances vision is better in one eye than in the other. When fusion is not strong, the weak eye will tend to turn in. Vision falls rapidly in the eye which turns in and renders the squinting habit easier.

"Children of four years become conscious of their deformity. This is forced upon them by taunts from other children. 'Cockie,' 'cockeyed,' etc., are epithets which make the child conscious of this handicap. As he grows older, the defect grows in his consciousness, and an inferiority complex develops."

IN neglected cases Dr. Peter tells us even tho the eyes may eventually be straightened by operation, vision in the squinting eye remains poor. This is an economic phase of squint which need not occur if the proper measures are taken at the right time to correct the defect. He goes on:

"The several steps necessary to place a squinting child on an equal footing with other children are as follows: Testing of vision; fitting of glasses; preventing lowering of vision in weak eye; awakening of the fusion faculty; and finally, when necessary, operation.

"As the treatment of the case is a purely technical matter which calls for the highest degree of medical skill, the treatment should be prescribed and outlined by a physician who is specially trained in the treatment of the eyes. The family doctor should first be consulted and he, in turn, can guide the patient into the proper medical channels.

"The reason for happy results when treatment is begun early can be readily understood. The child is most receptive, and if training is instituted during the developmental period, it is natural that better results can be obtained. The retina, or receptive part of the eye, is an outgrowth from the brain. It is known that the functional nervous system of the child is not completely formed and developed before the end of the fifth year. I have reached the conclusion that the time for treatment is before the seventh year. The results for a number of years past have fully confirmed and justified my belief that all treatment for squint should be completed before the seventh year.

"Lowered vision in squint does not mean a congenital defect but a defect which grows out of 'non-use.' It is not unlike the placing of an arm in a sling or plaster cast. It becomes weak from non-use but can again be restored by suitable training. In the child, restoration is prompt and complete."

A Whirling Microscope

MICROSCOPIC SCIENCE NOW MAKES POSSIBLE the weighing of molecules or germs, and separation of the heavy fellows from the lightweights in the same manner that cream is separated from milk.

So reports Gustave Fassin of the Institute of Optics, Rochester University, research scientist of the Bausch & Lomb Optical Company, at whose plant has just been developed a new type of microscope.

It enables microscopic particles, such as bacteria, to be studied and photographed simultaneously while whirling at the rate of 10,000 revolutions per minute. Because of a special illumination arrangement, they appear to be actually standing still. Says a press bulletin issued by the company's Information Section (Rochester, N. Y.):

"By use of the new microscope, Mr. Fassin remarks, science now has available for the first time a method for studying the redistribution of visible materials in cells and the effect of abnormal pressure on the subsequent history of the cell. The consistency of the visible structure of the cell can be photographed through the different stages of deformation. It represents, in short, a new and valuable weapon for the research laboratory in the biological study of organic tissues.

"The instrument, called a microscope centrifuge, and developed at the suggestion of Professor Harvey of Princeton University, has as its main characteristic a horizontally placed disk, containing the optical system of a microscope and carrying the specimen slides.

"This disk or rotor is stream-lined to overcome wind resistance, and is spun around at a speed of 10,000 revolutions per minute, developing forces of 12,000 times gravity—meaning that one ounce placed on the periphery of the rotor tries to pull itself away with a force of 12,000 ounces. The speed at the edge of the disk is actually four miles per minute. It is this force which, acting on the organic tissues, separates the heavier parts from the lighter.

"The behavior of cellular forces under strain, says Mr. Fassin, can not be studied by any other known method of the present day, and it offers, therefore, many interesting possibilities to medical science in the development of new knowledge concerning cell structure, its growth and disintegration."

Carbon From Farm Wastes Purifies Water

BY utilizing farm wastes an advance is forecast in the purification of water for the nation's cities.

Research now in progress indicates that the hulls of buckwheat, rice, and other grains may be converted into "activated char," foe of odors and tastes common during certain seasons to all surface water supplies. Says a press bulletin issued by the Hackensack (N. J.) Water Company:

"Removal of odors and tastes from water long baffled the efforts of chemists prior to the discovery, in the New Milford, New Jersey, laboratories of the company several years ago, of a simple method by which finely-pulverized activated carbon or charcoal could be used for this purpose.

"More than four hundred water-works in all parts of the country are now employing this process, which is an adaptation of the old idea of filtering water through charcoal.

"The carbon in the form of a fine powder is applied to the water before it is filtered. Expulsion of odors and tastes is accomplished by purely physical means, nothing of a chemical nature being imparted to the water.

"Experiments in the conversion of farm wastes into activated carbon are being conducted by Dr. P. Burke Jacobs, senior chemist of the U. S. Agricultural Experiment Station at Ames, Iowa. Dr. Jacobs has just inspected the laboratories at New Milford, where extensive research in water purification is being carried on under the direction of G. R. Spalding, sanitary engineer of the Hackensack company.

"Dr. Jacobs exprest the conviction that the production of activated carbon from farm wastes offers a promising field for improving water supply and for expanding economic opportunity in agriculture.

"Activated carbon is now produced from such simple products as peach and plum pits, paper-pulp lignin, various kinds of wood, and other cellulose-bearing substances."

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All Roads Lead to Chicago's Rainbow City

The Century of Progress Is Already a Magnet for Summer Travel—and Other Resorts Beckon

ONCE more Chicago startles the world with a great, big show, as she did forty years ago.

And what a difference!

Then it was the "White City," which took the breath away with the stupendous "frozen music" of its classic architecture, while this year the modernistic towers of "A Century of Progress" outmarvel the Arabian Nights with their varicolored splendor.

If the spirit of Bach and Beethoven were reflected in the frozen music of the White City, then the frozen music of the Rainbow City might be linked up with Stravinsky, coupled with a few shivery saxophone glides from Gershwin.

The Rainbow City—thus Chicago's new World's Fair is dubbed by THE LITERARY DIGEST—flaunts to the sky the boldest hues of the spectrum, in audacious and sometimes cock-eyed forms.

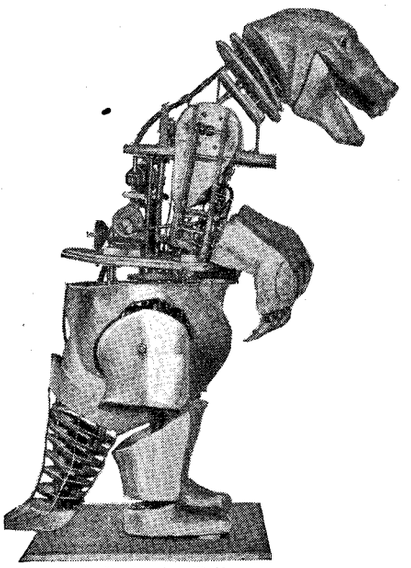
"I like them!" exclaimed President Roosevelt. "I want to see every one of them."

For three amazing miles and more these Aladdin towers are parked along Chicago's lake, which throws back their images as a vision never seen on sea or land.

Bathed in extraordinary effects of light, they signal Chicago's invincible optimism to Arcturus, the Rainbow City's guiding star—for it was a forty-year-old beam from Arcturus, a beam born at the time of the White City, that science employed to open "A Century of Progress."

CHICAGO'S faith in her own future, and in the future of civilization, finds magnificent expression in those marvelous towers and their marvelous contents. They symbolize the great city's courage and her repudiation of fear and depression. And the dauntless spirit of Chicago is revealed with especial cogency in the facts concerning the financing of the Exposition. Its sponsors "waved aside government grants," Allen D. Albert tells us in *The Review of Reviews*, and some of those acquainted with the story are wondering whether it is not possible that Chicago's faith and courage will strike the needed note to restore public confidence and spur the business revival to top speed.

THE LITERARY DIGEST's cover, this week, shows the Federal and States Building at the Fair, with its three fluted towers typifying the three branches of government—



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You May Meet Him at the Fair

This is the cavorting and bellowing giant sloth, without his furry hide.

administrative, judicial, and legislative—and you may have wondered, perhaps, if there should not somewhere be an emblem to symbolize the Federal Government's usual function at world's fairs, where it has from of old been financially the "goat." This time, no! We have seen the reason why. The full story of how the Rainbow City was financed may appear later. Let's get back to Rainbow City itself.

Buildings without windows. Buildings with fins sticking out. One, which Chicagoans have nicknamed the "gas tank," sports a hanging dome in suspension-bridge fashion. Of the sole unit that resembles anything ever seen before, a gifted writer says:

"You don't have to inquire what it is. You know at once, and with comfortable certainty, that it is a building."

Of the rest, a wrathful old gentleman growled, as they were going up:

"Brother, I'm telling you: all the damn nuts in the world are at work out there on the lake front."

BUT, just as was President Roosevelt's experience, we "like them and want to see every one of them." They fit the mood. We go to this stupendous Century of Progress Exposition to improve our minds, it is true, but much more we go to it for the lark of a lifetime.

Besides, if we reflect a little, we recognize that an exposition, far from being a city, is really a camp. Why not make it the jolliest and most frolicsome of camps while its holiday career is on?

Form and color have caught the carnival spirit—color, especially.

"Scintillating blues and greens, flaming scarlet, and a whole range of almost brutal yellow," so Mr. Ben Hibbs tells readers of *The Country Gentleman*, have been employed by Joseph Urban, famous architect, artist, and stage-scenery designer, in working out the color scheme, yet they are "beautiful with a strange, dramatic beauty of their own," for color is "so skilfully fused with architectural composition that the desperately bright pigmentation gives no offense."

After sundown the lake front becomes a breath-taking, multicolored panorama of light, with electrical cascades, flaming pylons, and dazzling spires mirrored in still lagoons.

General Pershing, who commanded

Underwood & Underwood

Mysterious Blue and Rose Colors Illumine the Hall of Science, with Its Carillon Chimes

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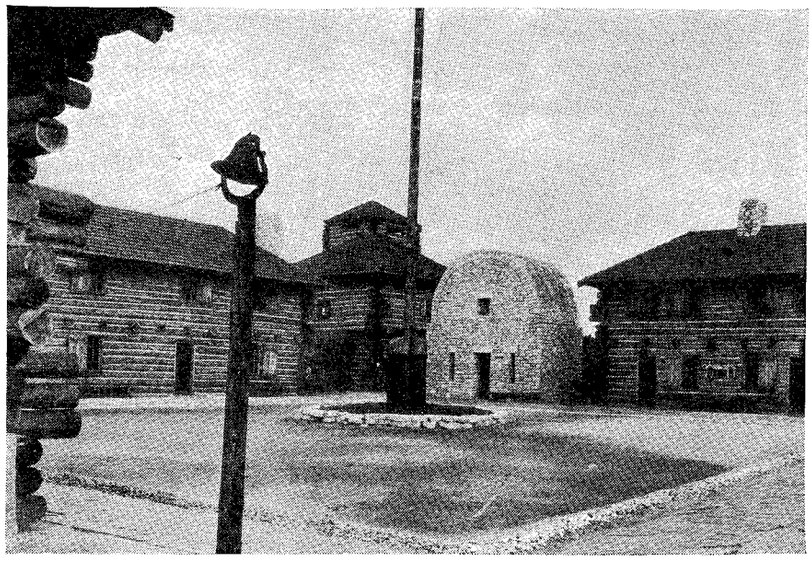
Columbian Guards at the first Chicago world's fair, visited A Century of Progress when its fantastic structures were nearing completion, and was charmed with them.

"This world's fair," he said, "will far exceed the beauties of the Columbian Exposition of forty years ago. The buildings are far more beautiful, and the exhibits are greater and of far greater range."

It was a tremendous job getting the Rainbow City ready. All is made land, where gulls and white-caps had things their own way until but yesterday, and the wonders to be exhibited were at the ends of the world, many of them, while creative genius had yet to invent many more.



Kaufman & Fabry Company

Old Fort Dearborn Lives Again

For years the Exposition kept its own research bureau combing the earth's surface for marvels. It drew also upon the resources of the National Research Council. Closer at hand, it drew upon those of the University of Chicago. To the University's astronomers it owed the happy idea of having the light in the Hall of Science first turned on by the energy of a star-beam from Arcturus.

Some preparations for the show have furnished entertainment in unexpected places, and a contributor to *The American Weekly* tells us that in New York, the other day, "a happy group of men who had enjoyed a few glasses of the new legal beer" were passing the door of a West Twenty-seventh Street factory when "slowly the head of a gigantic prehistoric monster emerged, opened its jaws, and let forth a roar. In another moment, the long neck of an ancient dinosaur protruded over the sidewalk, and soon the huge beast was completely discernible, just as it may have appeared to its friends and relatives many million years ago."

What an effect! thought the astonished spectators. Three-point-two causing all that!

However, the new legal beer was not the cause. The group "had happened along just as this huge, lifelike reproduction of a prehistoric monster was being pushed out of the factory building where it had been created, to be shipped to the Chicago World's Fair."

As the writer goes on to explain, it reproduced "the brontosaurus, a gigantic lizard that dominated the swamps of the Southwest, millions of years ago. And in the factory there were more than thirty other completed lifelike reproductions of strange creatures of bygone days."

The menagerie included a "towering, shovel-jawed, fifth cousin of the present-day elephant."

Also, there was the huge, bulky figure of the giant ground-sloth. The anatomy of this playful pet, which could haul a brewery truck, is shown on the preceding page. Also there were many other curious animals, together with sixteen figures of prehistoric man.

These weird creatures now occupy a special building for an exhibit called "The World a Million Years Ago," where "the cave men and the primitive brutes—ranging in size from a dinosaur fifty feet long to a prehistoric ape only four feet high—move and roar and scream just as their extinct ancestors did."

Let's take a little walk.

"Look you!" cries Morris Markey in *McCall's*. "Here is the transparent man. I touch a button, and now you see the whole digestive system at work. I touch another, and watch the blood flow from the heart to the tiniest veins. Another button and see the nervous system. Another—look, Madam (ha, ha!). I fancy this is the first spleen you ever saw at work! (Ha, ha!)" As Mr. George A. Barclay tells us in *Moose*, "of heroic size, this transparent marvel—Frankenstein's monster made actual—is the result of years of labor by German scientists."

However, the original Frankenstein's monster had no visible innards.

What! You don't like the word? Then drop in at The Literary Digest's exhibit, consult the Standard Dictionary, and you will learn that "innards" is perfectly good English.

One of the first beholders of the Standard Dictionary's Century of Progress display, exclaimed:

"It's a triumph of science, and better fun than a carload of cross-word and jig-saw puzzles."

So it is, and as it is housed in company with the striking exhibit of The Literary Digest, our thousands of readers who visit Rainbow City between now and November will be sure not to miss it.

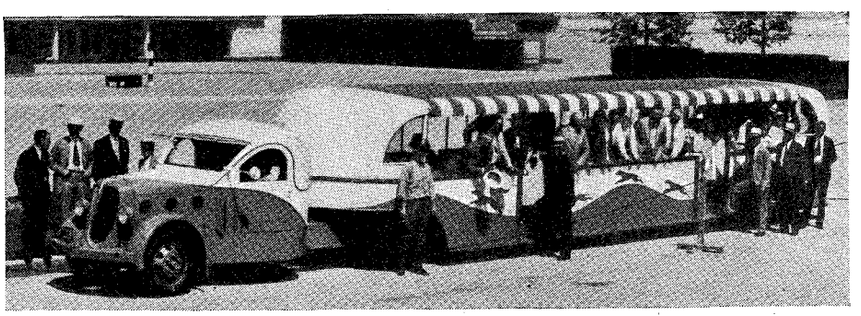
Imagine an enormously magnified Standard Dictionary, reaching the height of a man, and with pages controlled by a photo-electric "eye," which—well, it seems to read your thoughts. You mentally select some word you want to define. The all-seeing "eye," beaming from above, interprets your look, or gesture, or something, and lo! the giant pages turn majestically till they stop at one—and there, under the focusing light, is the word you thought of!

"That's the cleverest thing science has done yet with the photoelectric 'eye,'" was the comment of a man of letters, "and I'll bet it's the most mystifying diversion ever invented for America's great army of word-hunters."

The world-wide sources from which The Digest's staff condenses and quotes the news, and the wider movements of humanity, are made graphic in a vivid way.

And now we turn to railroads.

A great hit at the World's Fair of 1893 was the collection of locomotives showing the evolution of rail transportation from the earliest types onward. Funny engines we saw—all standing still. This time, there is a still finer collection. As Margaret Morris tells us in the New York *Herald Tribune*, visitors behold "the first locomo-



Kaufman & Fabry Company

Seats for 100 on a Bus Built Like a Dachshund

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TELEPHONE LINES . . . putting her in instant two-way communication with a larger world—broadening her interests and extending her influence—rendering more simple the important business of managing a household. No item of home equipment contributes more to the security, the happiness and the efficiency of millions of women than the telephone.

The telephone has helped to make the nation a neighborhood and keep *you* close to people and places. Quickly, and at small cost, you can talk with almost any one, anywhere . . . in the next block, the next county, a distant state, or on a ship at sea.

There are times when being "in touch" is vital, urgent . . . a sound in the night, a whiff of smoke, a sudden illness. There are times when the mere convenience of the telephone gives it an important place among life's necessities . . . to shop from your home, to chat with a friend, to handle, quickly and efficiently, the varied duties of a busy household. And there are times—many times daily—when the telephone is the indispensable right arm of business.

To make this possible, the Bell System provides millions of miles of wire and the services of an army of trained employees. They stand ready to answer your call; they offer you the service of a friend.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

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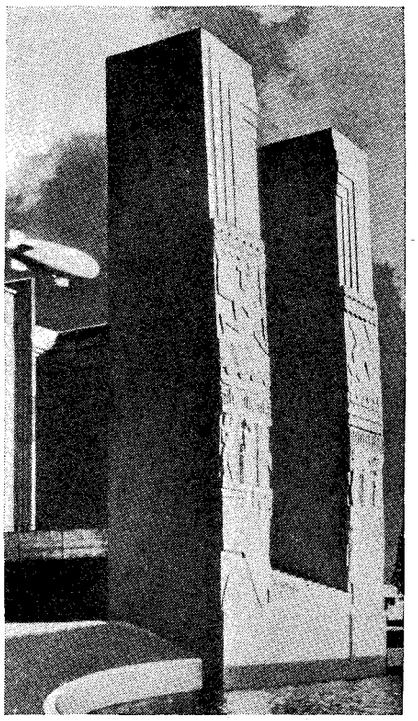


Underwood & Underwood

Not Egypt—Water Gate to the Electrical Group

tive that proved of practical use, and its odd-looking cousins with their stiff-necked boilers and 'wood-burners,' which showered passengers with cinders, contrasted with the mighty engines and air-conditioned trains of the present. The star of the British railways makes its American début —The Royal Scot—longest non-stop train in the world and the first complete British train ever to visit America."

And then, an American electric locomotive, seventy-six feet long and weighing 521,000 pounds, shows how "the juice with a kick" can outdo steam.

But locomotives and trains are only a part of this great "Pageant of Travel" which, in a vast open-air theater, dramatizes the story of transportation with a cast of steamships, automobiles and airplanes as well as "iron horses." On a triple stage, described as "similar to that built by the Greeks in ancient times" and "designed to give the pageant the most realistic setting possible," everything moves.

EXPOSITION-GOERS love motion, and if it scares them half out of their wits, so much the better. Think of being shot through the air, two hundred feet up, across water! Yonder, the Sky Ride provides that. Between two skeleton towers, one on the mainland, the other nearly two thousand feet away on Northerly Island, a rocket-car whisks you along a wire.

Hold your breath! A ride in the Ferris Wheel was nothing to this.

Each taller than the Washington Monument, the Sky Ride's twin towers command a view of all Chicago, of the great blue Lake, and of much of Illinois, Michigan, and Indiana, while below you stretch the Exposition grounds "like a vast animated map."

Looking down from that dizzying height, you notice in the Exposition what, because of the predominant modernistic note, may have at first escaped you. Perfectly conventional buildings are novel enough to be part of the show!

See! There is the Chicago Art Institute, the Exposition's Fine Arts Building. There is Chicago's magnificent stadium, the Exposition's athletic field. There are Chicago's enormous museum of natural history, Chicago's mosque-like Planetarium, Chicago's superb Aquarium. The show, by being where it is, adopts them all.

MAINLY, this Century of Progress Exposition is just what its name implies—a brilliant visualization of the advances in science and industry during the hundred years since Chicago was incorporated as a city.

Here are eighty-two miles of spectacular exhibits in more than five hundred elaborate displays—enough, all told, to entertain you delightfully for weeks and weeks.

You will see jewels and the processes by which they are being wrested from the earth; milky latex, flowing from a tree, becoming rubber, and then galvanized rubber; the latest improvements in telephone technique, including a demonstration of how one wire can carry nine messages at once in nine different channels.

More and more wonders. Metallic mercury emerges from a clear solution. Fire starts with water instead of ending with it. Sulfur turns into sulfuric acid right before your eyes.

But it is a lot more than that. Round the world you go, and far back into the past.

Here, for example, rises in exquisite reproduction a Maya temple, built in Yucatan long before the Spanish conquerors came, and hard by there are "effigy mounds, fortresses, and earth pyramids from the lower Mississippi," prepared by Prof. Fay-Cooper Cole of the University of Chicago. As Mr. Philip Kinsley observes in the Chicago *Tribune*, "the most interesting of these exhibits, perhaps, will be the oldest known inhabitant of Illinois, the 'Black Sand' man found near Spoon River, buried by his camp-fire somewhere around 5,000 years ago."

LESS ancient than these mementos of Indian prehistory, but far more beautiful, is the gorgeous Lama temple reproducing the Golden Pavilion at Jehol in what was once Manchuria, and has of late been re-christened Manchukuo.

What a gem of old Chinese architecture!

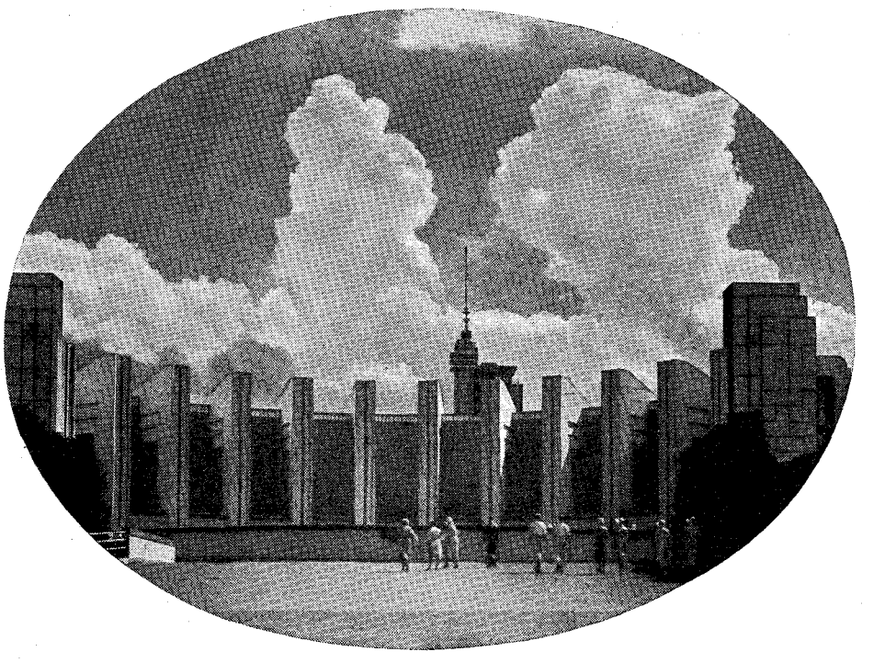
Red-lacquered pillars, cornices teeming with sculptured dragons, cats, dogs, and birds. Fantastic, double-decked roof shingled in copper overlaid with pure gold-leaf. Within, a dazzling array of gilded Buddhas, gorgeous hangings, carpets, and altar pieces, silver lamps, temple bells, trumpets, masks used in sacred dances, and a prayer-wheel, one turn of which counts as several million prayers. Dr. Sven Hedin discovered the Golden Pavilion, and, in an article contributed to the Brooklyn *Eagle*, Mr. Harvey Douglas quotes him as relating:

While in Sweden, in September, 1929, I secured the services of Dr. Gosta Montell, able young ethnographer, and with him traversed the interior of Mongolia. We finally deviated from our course and, in the summer of the following year, made our way to Jehol, the summer residence of the great Manchu Emperors, situated 114 miles in a northeasterly direction from Peiping. There we saw, the Golden Pavilion.

Without hesitancy we determined to choose this sublimely beautiful shrine as emblematic of the temple to be brought in replica to Chicago.

To tear down the temple itself and carry away the parts would have been outright barbarism, and besides, the Chinese Government would never have sanctioned such action. Moreover, the pavilion was in such an advanced state of dilapidation that it would not have withstood the hazards of transportation.

For this reason we turned to one of China's preeminently skilful architects, W. H. Liang, of Peiping, and laid our mission before him. Our conference resulted in our placing an order for a replica of the



Home of Marvels—the Hall of Science

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Golden Pavilion, to correspond with the original in all details as to design, measurements, decorations, etc., and it is this house of worship which is now to be viewed in the Century of Progress Exposition.

It has been built in China by Chinese artizans and, therefore, is genuine. In addition, it possesses the advantages of being constructed of sound timbers, thus assuring it a life of hundreds of years, long after the original temple has disappeared from the face of the earth.

THE reproduction reached Chicago in 28,000 pieces, each marked with a Chinese character to indicate the place it was to have in the completed temple. Hence a Chinese puzzle of the first order.

Happily, the architects learned of a northern Chinese who was studying architecture at an American university. They fetched him to Chicago, and put him in charge of the assembling.

Elsewhere we see George Washington's false teeth, "carved from bone and inserted in a contrivance of springs which had to be comprest like a mouse-trap before being squeezed in between the jaws."

We see the inkwell that Harriet Beecher Stowe used while writing "Uncle Tom's Cabin."

We see a reproduction of old Fort Dearborn and a whole group of reproductions illustrating the life of Lincoln.

Historically accurate in every detail, the Fort Dearborn replica shows us the quaint log stronghold that marked the beginning of Chicago. Passing through a massive log gate, we enter a stockaded enclosure commanded by two blockhouses.

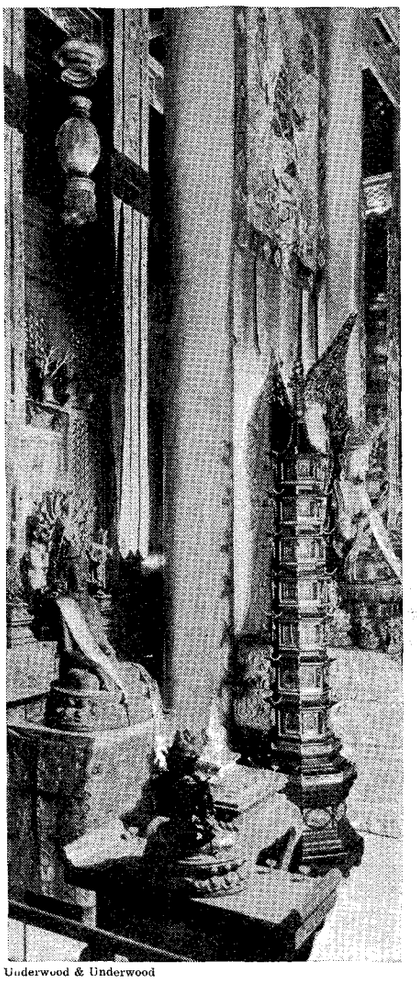
We see the parade ground, the soldiers' barracks, the officers' quarters, the powder magazine, and the slits through which white men, outnumbered ten to one, trained their guns upon the Indians in front while other Indians, behind them, massacred women and children who had been separated from the troops.

We see old records and reproductions of old maps.

We see the old four-poster bed made in England and shipped to America a century and a half ago, old cooking utensils, old firearms, and a saddle used at a near-by fort. A table is spread with the ration of a soldier for one day as provided in 1791—a pound of flour, a pound of meat, vinegar, and a half-gill of whiskey. The guards wear ancient red-and-blue uniforms.

NOT less fascinating is the Lincoln group—his birthplace, a tiny, one-room Kentucky mountain cabin, built of logs, with a dirt floor; his boyhood home in Indiana; the store that he and William T. Berry kept at Salem, Illinois; the Salem tavern where he found Ann Rutledge; the convention hall in Chicago where he was nominated for President; and the room at Springfield, Illinois, in which he learned of his nomination. There are Lincoln relics, too—among them a cedar cane he whittled, and the hammer he used when a surveyor.

Still further digressions from the main theme are contributed by foreign governments. Belgium sends replicas of an ancient dwelling at Malines, the city gate at Bruges, and the fish-market at Ghent; dogs pull milk-carts over the cobblestoned streets of the Belgian Village, and we see peasants making lace. From Germany comes Gutenberg's first printing-press. Poland has sent "Golgotha," Jan Stycka's famous painting; China, a jade temple; Egypt, Persia, and Turkestan, examples of their arts, old and new; Norway the training-ship *Sorlaandet*. Japan has a tea-garden, geishas and all.



Underwood & Underwood

Within the Golden Pavilion of Jehol

Italy shows us Galileo's telescope, Leonardo da Vinci's design for an airplane, and a model of Cæsar's bridge across the Rhine.

GUARDED day and night by armed custodians, the great chalice of Antioch, insured for $300,000, is displayed in the Hall of Religions. "Morgan the Magnificent," as one biographer delights to call him, offered an immense sum for this ancient cup of silver, which was found by Arabs, in 1910, and is believed to be among the very oldest Christian relics. In his preface to a monograph describing it, Dr. A. T. Olmstead, professor of ancient Oriental history at the University of Chicago, says: "In the Chalice of Antioch we have a unique reproduction of the ancient silversmith. The portraits of Jesus and his disciples are the earliest known.

Apart from its wealth of curiosities, the Exposition's main theme is splendidly elaborated, especially as it concerns progress in pure and applied science. Here is Volta's battery. Here is Marconi's first radio-transmitter. An inanimate tableau called a diorama traces electrical energy from its source on the mountainside to its goal in the city.

A STILL more audacious diorama takes us down a mile under ground, where we see lakes of oil forming, and where we see what makes earthquakes and thrusts up mountain ranges. Yes, there are the "faults" so dreaded by oil-drillers, as a "fault" deflects the flow. As clear, at the opposite extreme, is the demonstration of airplane photography as used in mapping territories to learn if surface indications point to oil lakes below. Finally, we watch an oil-refiner at work, and the process through until the gasoline is ready for the car in which we came. During the whole exhibition a microphone voice explains what is happening.

And, again, living microbes are projected on a screen, while exhibits from Paris and Berlin demonstrate the bacteriological researches of Pasteur and Robert Koch.

Before your astonished eyes, a huge model of a tiny twig gains a year's growth in an hour and a quarter. Glass becomes a building material. Automobiles, arriving in parts, dash away under their own power.

Yonder are Byrd's Antarctic ship and Beebe's bathysphere.

In a film-making colony we see Hollywood at work, while another display gives us television.

And, now, on a platform where the "scalavator" is installed, you "lift your own weight by the weight of your breath." Astonishing? Then meet the marvelous lightning-arrester that stops a 230,000-volt bolt.

Delightful as is the Exposition's supreme emphasis upon science, its promoters have not forgotten that world's-fair-goers love a Midway, in one mood, and love music and art in another. Hence, "Ballyhoo Boulevard," out-Barnuming Barnum himself, and the "Enchanted Island," a five-acre playground for children of all ages. Hence, also, a series of musical festivals, and "the finest loan collection of paintings and sculptures ever assembled in America."

THE Exposition is prepared to welcome 50,000,000 visitors during the coming five months, and to make them all happy. If you come by taxi-plane, it lands you on a special ramp inside the grounds. Only fifty cents' admission. That paid, you go afoot, or engage a wheel-chair, or hop aboard a specially-designed 100-passenger trailer bus that has a speedway of its own.

While exploring Chicago's great Exposition last winter for *The Country Gentleman*, Mr. Ben Hibbs talked with Maj. L. H. Lohr, general manager, who said, "We think we're going to have just as good a fair as if there had been no business collapse. Construction work is so much cheaper these days that our twenty-five million dollars, we find, is going about as far as forty or forty-five millions would have gone in 1929."

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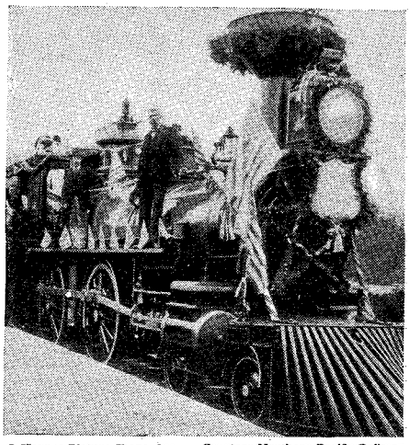
Travel Ways to The Exposition

Before your eyes, at the Exposition, will pass the pageant of transportation in America. You will see its march from covered wagon to airplane.

Railway development will be graphically shown. Behind our pioneer lines are stories of faith, energy and mastery. In the dawn of steam, puffing, diamond-stacked wood-burners gave the drum-beat to America's upbuilding.

As you ride to Chicago over 131-pound steel rails, remember those old trains which crept over iron-strapped wooden beams,



© Haynes Picture Shops, Inc. Courtesy Northern Pacific Railway

Opening the First Northern Transcontinental in 1883

and the creaking wooden coaches, ancestors of your steel air-conditioned car with its roller-bearings. Compare the tiny pioneers with giant engines, steam or electric, which whirl you over great spaces as you sleep in private rooms protected by automatic security.

Then consider the whirring planes, luxurious steamships and motor-coaches, and you have indeed a pageant of progress.

So we take you over pathways you may follow to Chicago and beyond, with glimpses of their beginnings and present attractions.

The rail fare is low. For instance, you may purchase a round-trip ticket between New York and Chicago, leaving Saturdays with ten-day time limit, for only $33.00. Pullman lower berths have been also reduced to $13.50 for the round trip. Travel agencies, such as American Express, and Thomas Cook & Son, are also offering attractive all-expense Exposition tours. If you would like to use your car in or about Chicago, and do not wish the long drive, some of the railroads have an arrangement by which they will carry it both ways for two passenger tickets and two additional tickets.

FOLLOWING THE "DE WITT CLINTON"

It is over one of America's oldest railways, the New York Central Lines, that you may travel between New York, New England and Chicago.

For it was on September 24, 1831, that the locomotive "DeWitt Clinton," first to be operated in New York State, pulled three stage-coach bodies mounted on flanged wheels over the Mohawk and Hudson River Railroad between Albany and Schenectady, the original unit of this System. Twenty years later Commodore Vanderbilt ran his first train from New York to Albany. Then in 1853 a passenger might ride in the same car from New York to Buffalo, and finally in 1875 through to Chicago. When the Chicago World's Fair opened in 1893, the Exposition Flyer made the first twenty-hour schedule.

From the Twentieth Century Limited you may look upon 550 miles of waterways, including the Hudson and Mohawk rivers, and Lake Erie.

At Albany you connect with the Delaware and Hudson System, over which through cars are run to Saratoga, Lake George, Lake Champlain, eastern Adirondacks and Montreal. Here, too, the Boston and Albany Railroad affords an artery to New England, while at Troy through cars for the Green Mountains and Montreal are switched to the Rutland Railroad. If you seek the Thousand Islands, Adirondacks or Montreal there are routes north from Utica.

Between Buffalo and Chicago are optional routes: the Michigan Central via Niagara Falls and Detroit, or Lake Shore Route via Cleveland where diverges "The Big Four" division for Cincinnati and St. Louis.

PENNSYLVANIA'S ROUTES AND RESORTS

With a history of virile growth that runs back to the earliest days of our rail lines, the Pennsylvania Railroad to-day has more than 11,500 miles of main tracks, and affords a direct route between the East and Middle West.

Its network is spread over thirteen Eastern States and the District of Columbia, and reaches spots intimately associated with the life of America. New York, Philadelphia, Baltimore, Washington—all are eastern terminals of this System.

World-famous New Jersey coast resorts—Atlantic City and forty adjoining ocean beaches—Long Island Sound, and the Atlantic Ocean beach front resorts along the south shore of Long Island; beautiful Chesapeake Bay, from Baltimore to Norfolk, and Virginia's historic shrines, are all connected with Chicago by through trains. New England playgrounds are reached by connecting trains to and from Pennsylvania Station, New York, via Hell Gate Bridge Route. Between New York, Philadelphia and Paoli there are more than 100 miles of electrified line.

From the north and from the south, connection with main-line trains is made at Harrisburg. Westward, the route is along the Susquehanna River to Duncannon, Pennsylvania, beyond which it follows the beautiful Juniata River.

Beyond Altoona, you ride through the heart of the Allegheny Mountains traversing the picturesque Horseshoe Curve. Western slopes of the Alleghenies are descended to Pittsburgh, thence the Broadway Limited whirls you across central Ohio, northern Indiana and Illinois to Chicago.

WHERE BRADDOCK AND WASHINGTON TROD

Amid popping of firecrackers in Baltimore on July Fourth, 1828, a stone was laid to bear with countless others the wooden rails of the Baltimore and Ohio Railroad, America's first chartered railway.

Until Peter Cooper brought his little locomotive, "Tom Thumb," to the line in 1830 its cars were hauled by horses—a far cry to the air-conditioned National Limited and Capitol Limited of to-day.

Rich in history and scenery, the Baltimore and Ohio extends from New York to Washington, thence along the Potomac River to Cumberland. You follow on it the early Emigrant Road to the West, the old Chesapeake and Ohio Canal and see historic Harpers Ferry. Through this valley moved the armies of Braddock, Washington, and Jackson, as famous battlefields near-by remind us. At Cumberland the line is joined by the one from St. Louis and Cincinnati.

The Alleghenies are crossed, and then this route continues on to Chicago via Pittsburgh.

THROUGH VIRGINIA'S HISTORYLAND

From Old Point Comfort, or Norfolk, the Chesapeake and Ohio route to Chicago begins, joined beyond Richmond by a division from Washington.

Leaving Chesapeake Bay it runs through the Virginia Peninsula, with gateways to the Colonial National Monument embracing Jamestown, Williamsburg, and Yorktown. It is also a rail approach to White Sulphur Springs and Virginia Hot Springs. From its air-conditioned train, George Washington, you look out upon mountain and river scenery to Cincinnati, thence continue to Chicago.

Through service between Norfolk and Chicago is also operated by the Norfolk and Western System in conjunction with the Pennsylvania System between Cincinnati and Chicago.

THROUGH THE LEHIGH VALLEY

The Lehigh Valley Railroad's Black Diamond whirls you across New Jersey and through the rugged gorge of Mauch Chunk. Then along the Lehigh River to the panoramic view seen from Blue Mountain summit. You have a long ride beside the Susquehanna River, and beyond it Seneca Lake unfolds, with gateways to State Parks of the Finger Lakes region, including such charming bits of nature as Watkins Glen, Enfield Glen, Fillmore Glen, Taughannock Falls, Buttermilk Falls.

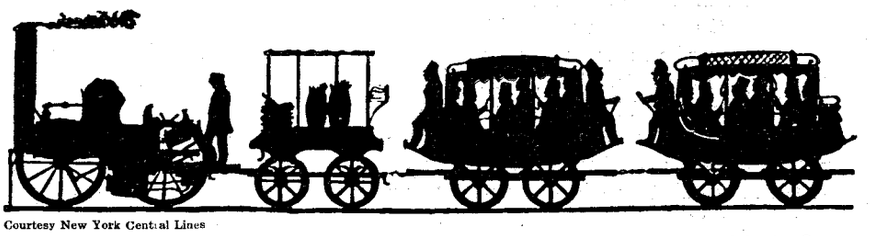
By Michigan Central or Canadian National Railways, the Lehigh's through-car connections beyond Buffalo, with views of Niagara Falls en route are made, continuing to Chicago via Detroit.

WATER GAP AND POCONOS

In combination with the Nickel Plate, or Michigan Central Lines between Buffalo and Chicago, the Lackawanna Railroad takes you through scenic country.

It passes Lake Hopatcong in New Jersey's hills, winds through the great rift of the Delaware Water Gap and climbs over the Pocono Mountains. From the Lackawanna Limited you look out upon such popular playgrounds as Cresco, Buck Hill Falls, Skytop, Mt. Pocono and Pocono Manor.

Beyond, access to the Finger Lakes playgrounds of New York is provided. West of Buffalo the Nickel Plate follows the south shore of Lake Erie for 200 miles.



Courtesy New York Central Lines

A Century Ago the De Witt Hauled the First Train in New York State

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ROUTE OF THE RIVERS

On a bright day of May, 1851, Daniel Webster, wearing his high beaver hat, seated himself in a rocking chair on a flat-car and rode the first train to run between Piermont on the Hudson and Dunkirk on Lake Erie. Thus began the Erie Railroad. Its original access to New York City was by steamboat from Piermont, twenty-five miles distant. Taking the Erie Limited of to-day is a delightful contrast.

You ride through New Jersey's mountain and lake region, along the shores of the Delaware River, then beside the Susquehanna, Chemung and Allegheny waters, past sparkling Chautauqua Lake, and through the countrysides of Pennsylvania, Ohio, Indiana, to Lake Michigan and Chicago.

SKYWAYS TO CHICAGO

Now, for the first time, you can fly to an American Exposition by airlines. Planes of numerous routes land or take off from the Chicago Municipal Airport, 63d Street and Cicero Avenue. If you prefer part of the trip by rail there are coordinated plane and train schedules.

According to a survey just made by the New York *Evening Post:* "The nation's airlines are being equipped with new planes on an unprecedented scale in a hot competitive battle to provide speed and yet more speed . . . regular transport speeds are being stept up in the space of one year from an average of 100 miles an hour to an average of more than 150."

Courtesy American Airways, Inc.

Air Stewardess

In this "new tempo of travel with three-mile-a-minute coast to coast transports," says a United Air Lines announcement, you are able "to breakfast in New York, lunch in Chicago and breakfast in Los Angeles or San Francisco."

Other improvements consist of streamlined ships, cabins insulated against noise, and refinements for passengers' comfort.

The three transcontinental air systems, American Airways, Inc., Transcontinental and Western Air, Inc., and United Air Lines, with connections, all converge at Chicago. Each of these lines has recently established new schedules between Newark Airport and Chicago.

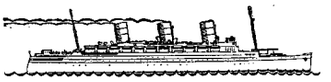
West of Chicago, the American Airways, Inc., and Transcontinental and Western Air, Inc., provide routes to or from California via the Southwest. United Air Lines follow a central route between Chicago and California with connections at Salt Lake

Courtesy United Air Lines

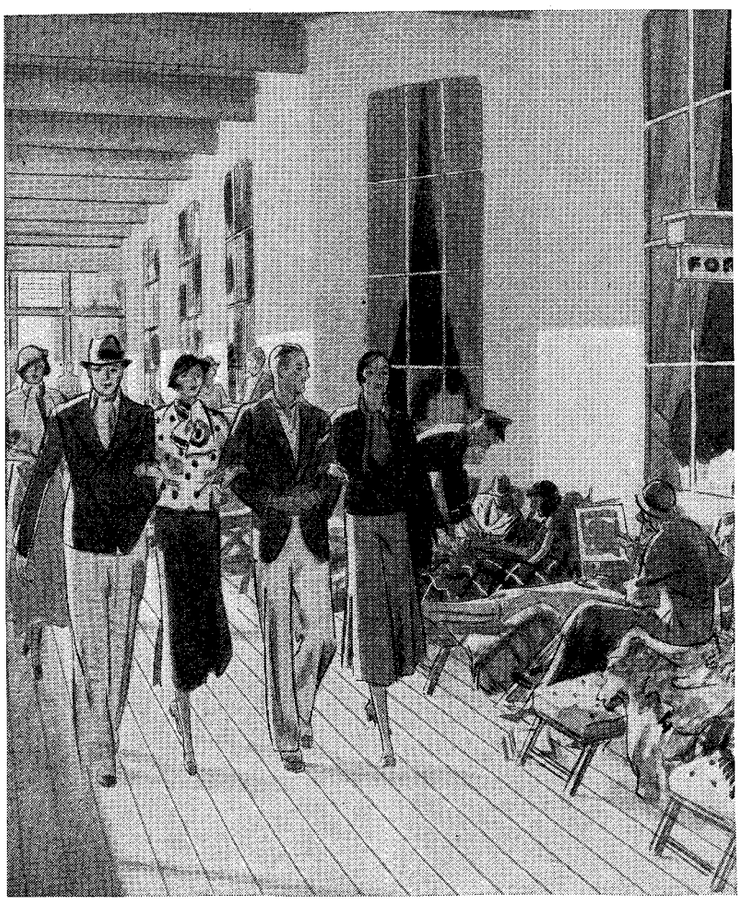
Luncheon on the Air Trip

Try a

HOME-FOLKS' PASSAGE



TO EUROPE



Each "Duchess" prides herself on her promenade space . . . both open and enclosed.

Nice people . . . who enjoy a democratic home-folks' passage . . . who like to get acquainted and have a good time . . . enjoy the friendly spirit of Canadian Pacific ships . . . Cabin Class or Tourist Class. Students, writers, artists, and plain home-folks enjoy the spaciousness, the well-served meals, the tea on deck, the sports. Living quarters are both comfortable and pretty. ¶ Book Canadian Pacific next time . . . choose from "Empresses," "Duchesses," popular "Mont-ships." From Montreal and Québec to British and Continental ports. Your first 2 days on smooth St. Lawrence Seaway. Only 3 to 4 days open ocean. ¶ Travel-time map, information, reservations, from your own agent, or any Canadian Pacific office: New York, Boston, Buffalo, Chicago, Cleveland, Detroit, Philadelphia, St. Louis, Washington, Montreal and 25 other cities in U. S. and Canada.

CANADIAN PACIFIC

St. Lawrence Seaway

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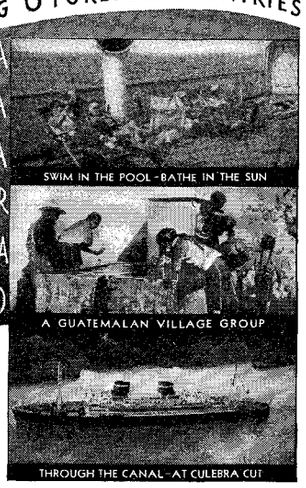
COOL, CAREFREE

Gay and lazy days

AT SEA AND ASHORE

VISITING 6 FOREIGN COUNTRIES

HAVANA
COLOMBIA
PANAMA
EL SALVADOR
GUATEMALA
MEXICO



ENROUTE TO

PACIFIC COAST
(LOS ANGELES, SAN FRANCISCO, SEATTLE, VICTORIA)

OR NEW YORK
VIA PANAMA CANAL

SANTA ROSA · SANTA PAULA · SANTA LUCIA · SANTA ELENA

4 ON ONE OF THE NEW GRACE "SANTAS"

Sail the blue Caribbean, through the Panama Canal to the Spanish Americas, to the playgrounds of California and the great Pacific Northwest. 16 exciting days to California on a new, luxurious GRACE "Santa" ship (17 days Eastbound).

Dine graciously under tropical skies. *Dance* smartly in the Club to the music of an Anson Weeks orchestra. *Swim* in the largest outdoor tiled pool on any American ship.

Every stateroom is outside, temperature controlled, and with private bath and real beds.

Only GRACE Line offers this travel adventure-of-a-lifetime, into 6 foreign countries—and a complete 'Round America *water-rail* cruise-tour. As little as $340 includes luxurious GRACE "*Santa*" Liner to Pacific Coast and rail ticket home, or vice-versa. Same rate for complete *rail-water* round trip from inland points. Your home back to your home.

CABIN LINERS: for even thriftier travel choose one of the popular GRACE Cabin Ships—'Round America cruise-tour as low as $245.

GRACE LINE

WRITE for complete information, itineraries and sailing dates. GRACE Line, Dept. D25, 10 Hanover Square, New York, or 2 Pine St., San Francisco.

Ask your Travel Agent, or GRACE Line—New York, 10 Hanover Square; San Francisco, 2 Pine Street; Chicago, 230 North Michigan Avenue; Also Boston, Philadelphia, Los Angeles, Seattle and Victoria

City for the Pacific Northwest and also for Southern California.

East of Chicago the American Airways, Inc., offers a combined rail and air service in conjunction with the New York Central Lines and the Pennsylvania Railroad. The Transcontinental and Western Air System provides combined rail and air service in combination with the Pennsylvania Railroad and the United Air Lines a coordinated schedule with New York Central Lines.

By connections these main routes bring Chicago within reach of all parts of the country. Thus American Airways, Inc., connects at Atlanta with Eastern Air Transport System between Newark and Florida, while the latter System connects at Miami with Pan-American Airways services for West Indies, Central America and South America. At Brownsville contact is made with Pan-American Airways for Mexico, Central, and South America.

BY WATER TO CHICAGO

Exposition visitors may take Great Lakes steamers affording delightful voyages in combination with rail routes.

Between Buffalo, Cleveland, Detroit, Mackinac Island, Milwaukee and Chicago you may sail by the Lake Michigan division of Great Lakes Transit Corporation steamships. At Mackinac Island connection may be made with Lake Superior division for Sault Ste. Marie, Houghton and Duluth.

Then there are the weekly cruises between Buffalo, Cleveland, Detroit, Georgian Bay (eastbound), Mackinac Island and Chicago by steamships of the Chicago, Duluth & Georgian Bay Transit Co.

Three divisions of the Detroit and Cleveland Navigation Company's fleet provide attractive trips over Lake Erie, Lake Huron and Lake Michigan between Buffalo and Chicago. These include the Detroit and Buffalo division overnight between these cities; the Detroit and Cleveland line, also an overnight trip; and the Detroit and Chicago division with calls at Mackinac Island and St. Ignace.

Popular Lake Erie routes are provided by the Cleveland and Buffalo Transit steamers with overnight service between Buffalo and Cleveland; and midsummer daylight trip from Cleveland across Lake Erie to Port Stanley with connections for Ontario points, also excursions between Cleveland, Cedar Point and Put-in-Bay.

Although not reaching Chicago, there are attractive Great Lakes voyages between Canadian ports of Lake Huron and Lake Superior via Sault Ste. Marie. Between Sarnia and Port Arthur steamships of the Northern Navigation Company are operated in connection with Canadian National Railways and between Port McNicoll or Owen Sound and Fort William by Canadian Pacific Steamships in connection with Canadian Pacific Railway.

Resorts Near Chicago

After seeing the Exposition, visitors have tempting playgrounds in Illinois and neighboring States.

Only 50 miles from Chicago is the Illinois Lake Region with its Fox Lake chain. In other parts of the State are the Starved Rock State Park, the Rocky River country, the White Pine Forest State Park and Cahokia prehistoric mounds.

"Indiana has a State park for almost every mood, ranging from the hill country of the Ohio River Valley to the Dunes of Lake Michigan," says the Indiana Conservation Department. In southern Indiana is also located the famous French Lick Springs.

"With millions of acres of forests, thousands of lakes, hundreds of miles of streams and rivers, and 81,000 miles of highways, Wisconsin not only offers to the traveler an endlessly varying scenery, but a Mid-Western paradise for hunting, fishing, boating, canoeing and water sports," says the Travel and Information Bureau of the Wisconsin State Chamber of Commerce.

"In the weird rock formations at the Dells of the Wisconsin and in the Dalles of the St. Croix, the traveler may find distinctive scenery."

Michigan offers a diversity of playgrounds easily accessible from Chicago.

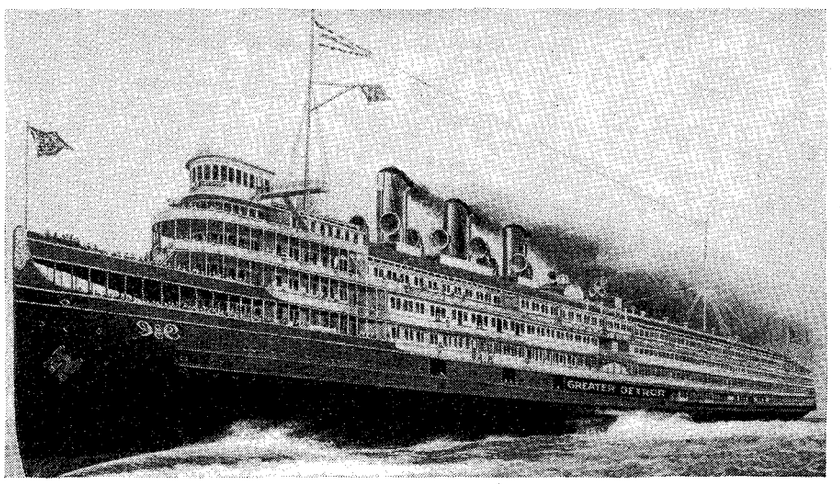
Besides Great Lakes coast resorts, "thousands of inland lakes add other hundreds of miles to the shore line and their rippling waters to the landscape." Twelve State Forests cover almost half a million acres. In the heart of Michigan is the Huron National Forest, and there are some sixty State Parks which provide camp sites.

There is an almost continuous chain of lakeside resorts on either coast of the main Peninsula, with many vacation haunts in the interior.

The Upper Peninsula, with its forests, streams and picturesque coast, is romantically known as "The Land of Hiawatha."

Between the two Peninsulas rise the heights of Mackinac Island—"the Enchanted Isle." Old Fort Mackinac is rich in history, and on every side are wonders of nature and reminders of the old fur trade.

Minnesota is a land of delight for the nature lover. In the Arrowhead Country, along Lake Superior stretches the Superior National Forest, adjoining the Quetico Forest Preserve of Ontario. The headwaters of the Mississippi are included in Itasca State Park, with Chippewa National Forest near by. There are also State Forests, and six other State parks. Other playgrounds include the Lake Park Region, center of The Ten Thousand Lakes District; Mississippi Headwaters country; Mille Lacs District and Valley of the Minnesota River.



Courtesy Detroit & Cleveland Navigation Company

We May Go to the Exposition by Great Lakes Liners

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Ways to See the West

Many Eastern visitors to the Century of Progress Exposition will take the opportunity to continue beyond Chicago to see the wonders of the West. So we take our readers along historic routes to these regions.

NORTHERN PACIFIC'S TRAILS

If you take the Northern Pacific you'll find history bobbing up along the route. This year the System is celebrating its golden anniversary, for it was on September 8, 1883, that the last spike of this first northern transcontinental line was driven at Gold Creek, Montana.

It is associated with the route of the epic Lewis and Clark expedition. Leaving the Mississippi in May, 1804, these famous explorers reached the five Mandan Indian Villages of North Dakota in the fall. Here the party acquired, as their guide, Sacajawea "The Bird Woman," who had been captured by hostile Indians and carried far from her home in the very region for which the explorers were bound. Thanks to her skill, they found the Rocky Mountain pass later followed by Northern Pacific's rails.

Northern Pacific's North Coast Limited and other trains run over the Burlington Lines between Chicago and St. Paul. From Bismarck and Mandan you follow the explorers' trail along the Missouri, Yellowstone, Gallatin, and Jefferson Rivers to Helena and Whitehall, and on a part of the Hell Gate River in Montana, and again you meet it on the Columbia River in eastern Washington and also in Oregon. A total of 1,400 miles of river banks are followed between Chicago and Seattle, and it is a route of mountains—a thousand miles of them, in twenty-eight ranges.

Beyond Mandan you wind between colorful pinnacles of the Bad Lands, ranch home of Theodore Roosevelt. From Medora there's a new half-day "Bad Lands Detour" by stage-coaches.

Just past Medora, rising above the plain, stands the tower of Sentinel Butte. At Billings you may diverge to the Crow Indian reservation and Custer Battlefield.

Farther on is Pompey's Pillar, with its inscription cut by the explorer, "William Clark, July 25, 1806." Then Livingston, approach to the Gardiner gateway of Yellowstone.

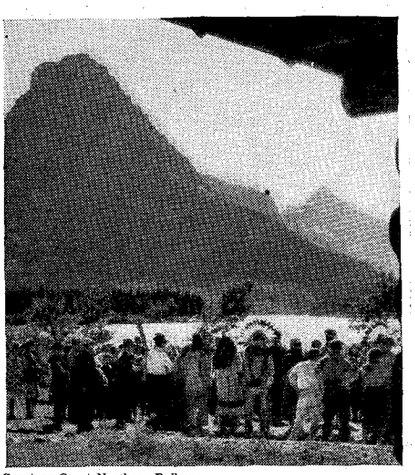
You plunge through Bozeman Pass and may explore the Cavern of Lewis and Clark National Monument. Between Helena and Missoula is a new "Dude Ranch Detour" including stopovers at E-Bar-L and Seven-Up Ranches. Beyond the Idaho Lake Country you follow the Columbia River Valley to Portland, or cross the mountains to Puget Sound. The new Sunrise Lodge and cabins in northeast Mt. Rainier National Park may be reached from Yakima, Washington.

THE GLACIER PARK ROUTE

Along rivers and lakes, over trails of missionaries, trappers, explorers, for sixty miles on the boundary line of Glacier National Park, through America's longest tunnel, lead the rails of the Great Northern Railway from Chicago to Puget Sound.

The first locomotive of the Great Northern was brought to St. Paul on a Mississippi River steamboat. It ran on a short line to St. Anthony, but the transcontinental system, opened in 1893, is a monument to the genius and enterprise of James J. Hill.

You ride on The Empire Builder from Chicago over the Burlington Lines which join the Great Northern at St. Paul. Just beyond, at Minneapolis, are the near-by waters of Lake Minnetonka and the Falls of Minnehaha.



Courtesy Great Northern Railway

Glacier Park Is Sublime

Your route follows the footsteps of intrepid missionaries and explorers.

Verendrye reminds you of the Sieur de la Verendrye, Canadian-born Frenchman who, with his two sons, seeking new territory for King Louis XV, left a lead plate on a high hill (now the Verendrye National Monument) to be discovered 170 years later.

You cross the mountains by Marias Pass, discovered by John F. Stevens, the Great Northern's famous engineer, whose statue stands beside the way.

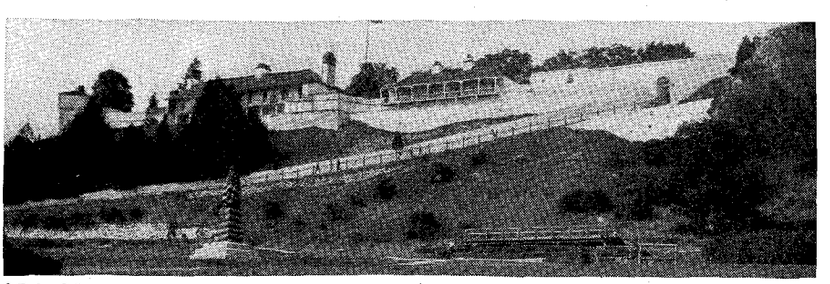
At Glacier Park Station and at Belton are gateways for Glacier National Park, adjoining Waterton Lakes National Park of Canada.

Westward you go through the Columbia River Valley to Portland, or through Wenatchee apple orchards, and stop over to see Lake Chelan. Amid the Cascade Range you pass—by electric power—through the famous Cascade Tunnel, the longest in America, and thence on to Puget Sound.

ALONG THE MILWAUKEE ROAD

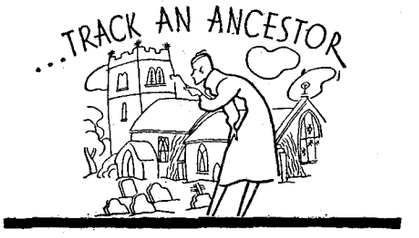
On the Chicago, Milwaukee, St. Paul and Pacific, The Olympian takes you over the newest of the northwest transcontinentals to gateways of two national parks.

This road was opened between Lake Michigan and Puget Sound on July 1, 1909. Its short-line beginnings, however, date back to the eighteen-fifties.



© Ewing Galloway

Old Fort Mackinac's Story Begins With the Days of the Fur Traders

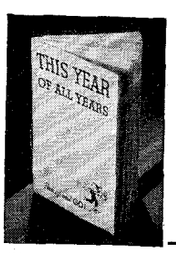


It only *sounds* expensive!

And we've written a booklet to prove it. In it you'll find the dollars-and-cents costs of most of the things you'll want to do.

In a word, it's just the booklet you need to start you off on the right foot—to Europe. And we'll send it to you free.

Round Trip **$184.00** *Tourist Class*



This message sponsored by the following Transatlantic Steamship Lines: Anchor Line, Canadian Pacific Steamships, Cosulich Line, Cunard Line, French Line, Hamburg-American Line, Holland America Line, Italian Line, North German Lloyd, Red Star Line, United States Lines, White Star Line.

TRANSATLANTIC STEAMSHIP LINES
80 Broad Street, New York, N. Y.

Gentlemen:—Will you please send me, without obligation, your free booklet "This Year of All Years."

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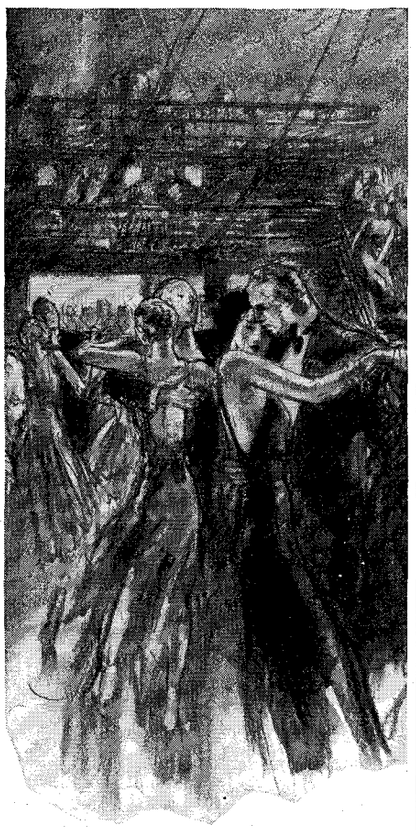
How the hours fly!



When there's something doing every minute

EVERY hour—every minute—it's a joy to be aboard these great liners . . . yours is the thrill of travel that's *planned* for Americans, *by* Americans.

How time flies when you're revelling in the good things of life, when you're enjoying the roomy cabins, the spacious decks; the thoughtful, *understanding* service Americans know how to give . . . and particularly, those little treats of cuisine—each one a devilishly delicious plot by chefs who know how to suit *your own* exacting taste!

For a good time—here are the ships to choose: *Leviathan,* America's smartest ship; *Manhattan* and *Washington,* the two fastest Cabin liners in the world; *President Roosevelt* and *President Harding,* fast, comfortable and economical Cabin ships; and four "One-Class" American Merchant Liners, direct to London. A sailing every Friday.

For full information on sailings to Ireland, England, France and Germany, see your local agent. He knows travel values.

UNITED STATES ★ LINES ★

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Main Office: No. 1 Broadway, New York
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UTMOST OCEAN SERVICE through your local agent

Between Chicago and Puget Sound it operates more than 650 miles by electric power. And it is a highly scenic route. There is a ride of 140 miles along the upper Mississippi banks to St. Paul and Minneapolis. From the Twin Cities you enter the lakelands of Minnesota and Wisconsin.

South of the main route, and reached by another division completed in 1907, are nature's fantasies in the Black Hills of South Dakota.

At Three Forks, Montana, you may diverge to the Gallatin Gateway to Yellowstone National Park.

Westward you wind through the Rocky, Bitter Root, and Cascade Mountains with electric power for 656 miles. Idaho's Cœur d'Alene Lakes and St. Joe River are glimpsed, and then you enter the Inland Empire and reach its metropolis, Spokane.

The green-clad Cascade Range is crossed, again by electric motor, and you arrive at Seattle and Tacoma.

From these cities the Milwaukee operates direct rail service to Ashford, whence motor-coaches take you to the entrance of Mount Rainier National Park.

SEEN ON THE BURLINGTON ROUTE

Historical places and pleasing scenery await the traveler over the Chicago, Burlington & Quincy Railroad.

From Chicago (or from St. Louis and Kansas City) it carries you to the Custer country of the Black Hills, with scenes of colorful days in the life of the early West; or to the Big Horn and the Cody dude-ranch regions. It is also an approach to several national parks.

Or you may go direct to Denver, thence to Rocky Mountain National Park and north to the Cody gateway of Yellowstone National Park, the Cody Road disclosing ninety miles of scenic beauty.

From Chicago to California the Burlington provides through cars via Denver over the Denver and Rio Grande Western-Western Pacific Route.

Over the rails of its Mississippi Scenic Route you may ride for 300 miles along isle-dotted, bluff-lined "Ole Man River." Over this route between Chicago, St. Paul and Minneapolis, the Burlington, as we have stated, carries the through trains of the Great Northern and Northern Pacific Systems on their way to Glacier and Yellowstone National Parks and the Pacific Northwest.

THE NORTH-WESTERN'S MID-CONTINENT TRAIL

If you enter the Chicago and North-Western Station in Chicago, you may look upon rails which form the first segment of a historic steel band across the continent. For from here roll forth on their long run across prairie and mountain, trains of the Overland Route, our first rail connection with California. The North-Western is its link between Chicago and Omaha.

This System operated the first railroad (Galena & Chicago Union) west of Chicago. The "Pioneer," first locomotive in the West, puffed out of Chicago on October 24, 1848, to the Des Plaines River—ten miles. In 1860 service was opened to Cedar Rapids, Iowa, via Mississippi ferry at Clinton. In 1867 the rails had reached Council Bluffs; the Mississippi had been bridged, and the first through train from Chicago had reached the Missouri River.

From Omaha this central route to California continues by Union Pacific to Ogden, thence by Southern Pacific. Diverging from Ogden is the Union Pacific's Salt Lake route to Los Angeles, with approaches to Zion and Bryce Canyon National Parks, North Rim of the Grand Canyon, and the Boulder Dam. From Granger branches the Oregon Short Line, reaching Yellowstone Park and beyond, the Columbia River.

As for the North-Western itself, besides its Omaha route, it takes you to the North Woods of Wisconsin and Michigan. You can ride to St. Paul and Minneapolis, skirting Lake Michigan to Milwaukee, thence to the Mississippi.

Another division will carry you via world-famous Rochester, Minnesota, to the scenic Black Hills—reached from Hot Springs, Rapid City, Deadwood or Belle Fourche.

Continuing west, the North-Western reaches Lander, Wyoming, an approach to Grand Teton and Yellowstone National Parks. Through-car service to the Yellowstone is specialized, however, to West Yellowstone via Union Pacific System.

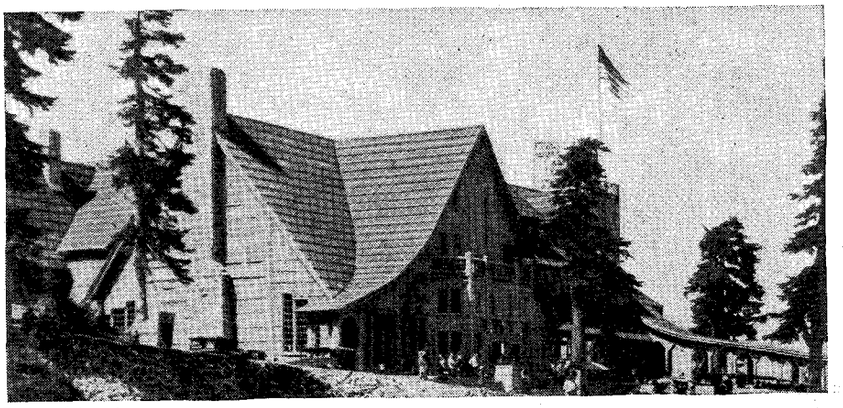
OVERLAND ROUTE AND BRANCHES

Traced by buffalo herds, trod by Indian tribes, pathway of trappers and explorers, marked by the wheels of covered wagons, the Overland Route is the cross-continent highway of the Union Pacific System. Where now is operated the Overland Limited, rolled Ben Holladay's Stage Coaches, and galloped the Pony Express mail of 1860.

Its rail line was the first to reach California, and the building of it was an epic of history. The first rail was laid at Council Bluffs in 1864. Under constant Indian menace the rails went ahead. "We march to work to the tap of the drum with our men armed," said Grenville M. Dodge, chief engineer, 1866 to 1870.

Indomitably they followed the Mormon Trail to North Platte and along the South Platte to Julesburg, then farther west at intervals along the Overland Trail, and crossing at Granger the Oregon and Salt Lake Trails. Meanwhile the Central (now Southern) Pacific, railroad was climbing over the Sierra and eastward.

On May 10, 1869, at Promontory Point, Utah, East met West. Rails joined. A silver and a gold spike were driven. The continent had been spanned.



Huntoon photograph

Mt. Baker Lodge Welcomes Tourists to Mt. Baker National Forest

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By this time a railroad had been built between Chicago and Council Bluffs, now the Chicago & Northwestern, and one could ride behind wood-burning locomotives from Lake Michigan to the Pacific Ocean.

Later the Union Pacific opened its Salt Lake Route from Ogden to Los Angeles, which now has approaches to Zion National Park and Bryce Canyon National Park, to the North Rim of the Grand Canyon, and—from Las Vegas—to Boulder Dam.

From Granger it also has a route to the Pacific Northwest, with an approach to Yellowstone National Park's west Yellowstone gateway via Pocatello, and traverses long stretches of the Oregon Trail on its way to the picturesque Columbia River Valley.

ROYAL GORGE—FEATHER RIVER ROUTE

Canyons, mountains and historic landmarks greet you from the car windows of the Denver and Rio Grande Western-Western Pacific route between Denver and California, joined with Chicago by through-car service over the Burlington Route.

Its creation was due to the vision, tireless energy and faith in America of Gen. William J. Palmer. Few other roads have a story so colorful as that of the Rio Grande.

Construction began in 1871 as a narrow-gage line, with rails imported from Wales. Its early days were full of hectic experiences, such as the famous battle between its forces and those of the Santa Fe for right of way through the Royal Gorge.

By successive stages its rails were laid toward the West reaching Salt Lake City and Ogden in 1883.

It now provides a direct route to Colorado Springs and the Manitou-Pike's Peak region. Canyon after canyon is threaded, including the Royal Gorge, Eagle River, Colorado River, Ruby and Price River. From Grand Junction motor-coaches take you to Mesa Verde National Park.

The Western Pacific, connecting line for California, was completed to San Francisco in 1910, providing a through route between Denver and the Golden Gate.

Salt Lake City, where the two lines meet, with its broad streets, its Mormon Tabernacle and near-by Saltair Beach, is a favorite tourist magnet. It lies directly on the early emigrant trail to California; on the Russell, Majors, and Waddell Stage Route of 1857, and the famous Pony Express Route of 1860.

When your Scenic Limited rolls beyond this city it follows an arm of the Great Salt Lake, crosses the snowlike Great Salt Beds, and passes over the basin of prehistoric Lake Bonneville. There is a ride beside the Humboldt River, following the old emigrant trail; a climb over the Sierra, and then a descent through the picturesque Feather River Canyon, recalling scenes of the "Forty-niners," to Sacramento and Stockton, then the final stop at Oakland Terminal to board the ferry for San Francisco.

WONDERS OF THE SANTA FE

Over the Santa Fe Railway you traverse a route through the heart of romantic America. You see high mountains and vast canyons, the home-land of the Navajo, Hopi, and Pueblo Indians, old Spanish Mission churches, modern cities, some retaining the charm of ancient Spain.

Ground was broken at Topeka for this great System in November, 1868. By successive steps the first trains reached Albuquerque in 1880, Needles on the California border in 1883, Los Angeles in 1885, and San Francisco in 1900.

From the Santa Fe's main stem are offshoots: from Newton, Kansas, to Galveston, Texas; from La Junta, Colorado, to Colorado Springs and Denver; from Clovis, New Mexico, to Carlsbad Caverns, and Pecos, Texas; in New Mexico a division

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to El Paso, and in Arizona lines to Grand Canyon and to Phœnix.

Between Chicago and Kansas City the Santa Fé crosses the Mississippi and Missouri Rivers, and goes through Kansas toward the Rockies. For many miles you follow the course of the famous old Santa Fé Trail. Over it from Independence or Westport, on the Missouri River, passed the wagon trains of traders, emigrants and Forty-niners on their toilsome and perilous journey to America's oldest and most romantic capital, Santa Fé, New Mexico. Now you visit the ancient city by motor-coach connection from Lamy.

With old Santa Fé as a center, the Indian detours offer a delightful way to visit the prehistoric cliff dwellings, present-day Indian pueblos, and the fascinating scenery of New Mexico—a land where history lives again.

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At the Grand Canyon

From Albuquerque south to the crossing of the Rio Grande, the line follows closely the trail of the Padres and Conquistadores from El Paso; thence through New Mexico and Arizona along the trails blazed in 1776 eastward from California by the intrepid Padre Graces and westward from Santa Fé by Padre Escalante.

Short side-trips in Arizona reach the Petrified Forests, Painted Desert and most stupendous of all our natural scenic wonders, Grand Canyon National Park.

And beyond, the trail of The Chief reaches Southern California at Los Angeles and San Diego, or northward through the San Joaquin Valley to San Francisco, visiting en route the Big Trees and Yosemite National Park.

THE ROCK ISLAND WAY

Over a pioneer railway you may ride by the Rock Island Lines from Chicago, to the Mississippi River. Eighty-one years ago, on October 10, 1852, the wood-burning locomotive "Rocket" pulled the first train to Joliet, over rails imported from London. Since then its lines have pushed far westward.

Now they reach northwest to the Iowa lake regions and to the Twin Cities. You may travel over them from Chicago or St. Louis to Colorado's Rocky Mountain playgrounds. There is separate direct service to Colorado Springs and Denver.

In 1902 the Rock Island completed its line to the Southwest and opened the Golden State Route to California.

A few hours from Chicago it reaches the picturesque Starved Rock Country, where the Illini Indians fought their historic battle. In the hills of western Missouri, where the Chicago-California and the Minnesota-Texas lines cross each other, you may visit Excelsior Springs.

The Golden State Route is joined at Kansas City by a division from St. Louis; at Tucumcari by another from Memphis, this latter affording a gateway to Hot Springs National Park.

At El Paso, from which is motor-coach approach to Carlsbad Caverns National Park, the Golden State Limited goes on to California over the Sunset Route of the Southern Pacific System.

SOUTHERN PACIFIC ROUTES

If your travel extends between Chicago and the Pacific Coast, and you follow one of the many attractive Circle Tours, you will ride over one or more routes of the great Southern Pacific System embracing almost 17,000 miles.

It provides the western link in the Overland Route (Lake Tahoe Line) between Ogden and San Francisco. As we have seen the historic driving of the last spikes, on May 10, 1869, joined the Central Pacific (now this route of the Southern Pacific) with the Union Pacific Railroad.

It was surveyed over the Donner Pass, by Theodore V. Judah, builder of the Sacramento Valley Railroad to Sacramento in 1854, now also part of the Southern Pacific, and carries you through the American River Canyon trail of the Forty-niners in the gold-rush days. It is also the route across Great Salt Lake, where you "go to sea by rail."

The Southern Pacific's Shasta Route, gateway to Crater Lake National Park, is the artery between the Pacific Northwest, Sacramento and San Francisco. The Coast Line, and the San Joaquin Valley Line, with its approaches to Yosemite and the Big Tree National Parks, join northern and southern California.

From California across the Southwest extends the Sunset Route with its Sunset Limited, to New Orleans. In part it follows the Old Spanish Trail and the famous Butterfield Stage Route of 1857. It provides, also, between Phœnix and Globe, the fascinating Apache Trail motor-coach Detour, over which have trod the feet of Stone-Age men, Indians, Conquistadores and Pioneers. Construction gangs working west from San Antonio met those working east from El Paso near the Pecos River crossing, completing it on January 12, 1883.

At El Paso motor-coach connection is made for Carlsbad Caverns National Park. At El Paso also the Rock Island's Golden State Route from Chicago joins the Sunset Route. Eastward across Texas you come to the historic shrines of San Antonio, and finally to the romantic Creole City of New Orleans.

Between New Orleans and New York two connecting routes are available. There are through trains via Louisville & Nashville and Southern Railway, and coastwise voyages by Southern Pacific Steamships.

CHICAGO AND THE SOUTH

The Illinois Central System provides a route from Chicago southward to St. Louis, Memphis and New Orleans, with offshoots to Indianapolis, Birmingham and Louisville; also between Chicago and Omaha.

The Chicago and Eastern Illinois System is a link for through service between Chicago and Florida via connecting lines while the Alton Railroad joins Chicago with the Missouri Pacific System.

FROM MISSISSIPPI GATEWAYS

The Missouri Pacific Lines provide a network of rail pathways serving the west and southwest sections of the United States from the Mississippi River gateways of St. Louis, Memphis and New Orleans to the Pacific Coast, offering choice of routes

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to the principal resorts and vacation centers in this territory.

These lines extend from St. Louis, Memphis and New Orleans to the West, affording through service to resorts of the Ozarks, the Colorado Rocky Mountain Region and national parks, the Great Salt Lake and California; and to the Southwest, with through-train service to Hot Springs National Park, the Gulf Coast, Texas, Mexico, and Southern California.

Thus the summer vacation traveler may take the Scenic Limited and traverse the famous Royal Gorge and Feather River Route. Food is served in air-cooled diners. This train takes you directly west to Kansas City, Pueblo, Colorado Springs, and Denver, through the Royal Gorge and over the Great Divide to Salt Lake City, thence through the Feather River Canyon to the Golden State.

Then there is the Sunshine Special from St. Louis and Memphis through Texas to Southern California and Mexico. It serves the principal cities of Texas and is the only through train between the United States and Mexico City. From El Paso, a visit may be made to the Carlsbad Caverns.

Other lines reach out to the Southwest and West from the Mississippi Valley. Among these the Frisco Lines operate services from St. Louis or Kansas City to the Southwest and South and the Missouri, Kansas and Texas, which sixty years ago ran the first train into southern Texas, extends from St. Louis and Kansas City to San Antonio, Houston and Galveston.

The Texas & Pacific Railroad between New Orleans, Dallas, Fort Worth, and El Paso, with approach to Carlsbad Caverns National Park, has through cars to California via Southern Pacific.

The Louisville & Nashville System provides routes from St. Louis, Cincinnati, and Louisville to Memphis, Nashville, Pensacola, and New Orleans.

Parks on the Way West

Now that we have sped over routes between Chicago and the Pacific, we turn the spotlight on National Parks along the way.

YELLOWSTONE NATIONAL PARK

The sixty-first season of this wonderland opens with its fame undimmed. Here a greater variety of attractions is displayed than in any other national park. Biggest and most numerous geysers in the world spout skyward. A petrified forest intrigues imagination. Yellowstone Canyon shows its vivid colorings and waterfall twice Niagara's height. Among 3,426 square miles of forests, wild life abounds—bear, elk, moose, bison, deer, antelope, 200 species of birds.

GLACIER-WATERTON LAKES PARKS

On display are scenic glories of distinctive variety. Colorful mountains tower over 250 crystalline lakes. Sixty glaciers lie white among twisting valleys. Horse and foot trails lead through entrancing scenes. Ranger naturalists explain the flora. Going-to-the-Sun, Logan Pass road, America's most scenic highway, opens in July. Glacier National Park adjoins Waterton Lakes National Park across the Canadian border.

ROCKY MOUNTAIN NATIONAL PARK

Here are gorgeous wild-flower carpets; forest trails; serried, snow-crowned peaks; tonic high-altitude air. This playground combines bold mountain scenery "with a quality of beauty . . . intimate and refined," says the Director of National Parks. "Just to live in the valley in the eloquent and ever-changing presence of these carved and tinted peaks is in itself satisfaction."

Seventy miles from mile-high Denver, Estes Park Village is the main (eastern) gateway; Grand Lake Village, western entrance; Allens Park, southern.

MESA VERDE NATIONAL PARK

In a canyon cut through a juniper and pinon-clad tableland are the best-preserved dwellings of America's mysterious prehistoric races. You see the Spruce Tree House with its 114 rooms; the amazing Cliff Palace with 200 rooms; the Square Tower showing decorative designs; the Sun Temple and Cedar Tree Tower, besides other intriguing sights. There's a museum, too, and a reference library.

ZION-BRYCE CANYON TOURS

Here are nature's art galleries of rock paintings and sculpture. Breath-taking spectacles of vermilion, mauve, purple, and gleaming white with formations simulating castles, cathedrals, domes, spires, and human statues, amaze the beholder. Bryce Canyon National Park, the gorgeously colored amphitheater of Cedar Breaks and the wonders of Zion National Park are reached from Cedar City, Utah, with a more extended motor-coach tour beyond to the North Rim of the Grand Canyon at Bright Angel Point.

GRAND CANYON NATIONAL PARK

To see the Grand Canyon is to view a scene which will linger in memory through life.

"The wanderer upon the rim overlooks a thousand square miles of pyramids and minarets carved from the painted depths. Many miles away and more than a mile below the level of his feet he sees a tiny silver thread which he knows is the giant Colorado. At first he can not comprehend it. There is no measure, nothing which the eye can grasp, the mind fathom," says the Director of National Parks.

Every hour the lines of blue, gray, red, and mauve change. Every day has its differing mood, but the spirit of mystery and awe is ever-present and impressive.

CARLSBAD CAVERNS

Dwarfing all other caverns in the size of its huge chambers and displaying a more resplendent variety of formation, Carlsbad ranks as the world's outstanding subterranean wonder. To visit its "Big Room," "King's Palace," and "Queen's Chamber," the two latter in gleaming onyx, is an experience you won't forget.

HOT SPRINGS NATIONAL PARK

Through the centuries forty-six hot springs in Arkansas have gushed forth medicinal waters. By forest trail Indian and Spaniard sought their healing qualities. For more than a century they have been a Government Reservation. A great park adjoining the city of Hot Springs surrounds them. Nineteen bath-houses in the reservation and the city, under government regulation. Ample recreational facilities in the Ouachita Mountain region.

Playgrounds of the Northwest

Enchanting are the playgrounds of the Pacific Northwest. Their climate the year-round is conducive of health and happiness. A warm ocean current makes their winters mild. Snow-topped mountains, seemingly limitless evergreen forests, lakes, rivers, and seashore, give summer invigoration. The cities are admired by visitors, and you may step from them into the heart of nature.

Victoria's gardens and homes are reminiscent of the English atmosphere. Just

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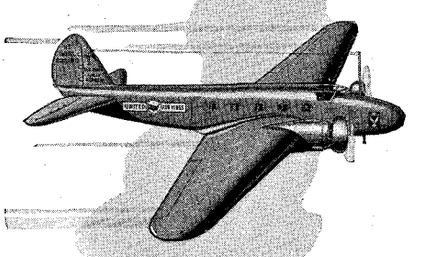

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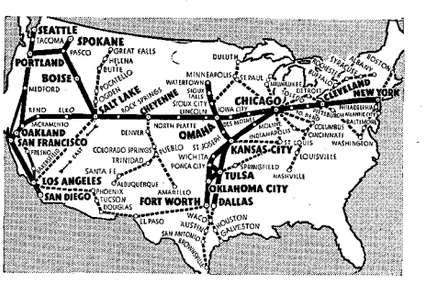

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TREMONT AND SCHOOL STREETS

BOSTON

beyond lie the scenic beauties of Vancouver Island. Vancouver impresses with its commerce of Canada's western gate. Travel arteries lead southward to Washington. Seattle's white towers look down upon Puget Sound and ships from far ports. From Seattle and Bellingham is the famous motor trip to Mt. Baker. You may cross the mountains and visit exquisite Lake Chelan and Spokane, capital of the Inland Empire. Tacoma, from its ocean-borne cargoes, turns its gaze upon Mt. Rainier. From Tacoma and from Olympia, with its imposing State Capitol, you reach the vacation paradise found in the forests, lakes and shores of the Olympic Peninsula.

From Seattle and Tacoma are tempting trips to Washington's National Park.

MT. RAINIER NATIONAL PARK

From the center of this park the snow-crowned mountain monarch of the Northwest rises 14,408 feet. Trails wind through evergreen forests to gorgeous fields of alpine wild flowers. From all sides radiate "like arms of a giant starfish" glaciers merging into gushing rivers and streams.

Toward the south, Oregon beckons. Portland's rose gardens bloom the year round and her famed Rose Festival will be held June 8-11. This attractive city is a gateway to diverse playgrounds.

From it the Columbia River Highway invites you over one of the world's most scenic routes, and you may include a visit to Mt. Hood. In the other direction are roads to Oregon beaches with picturesque surroundings. Southward, through Salem, the capital, you may travel on to Oregon's National Park.

CRATER LAKE NATIONAL PARK

Startling and memorable is one's first glimpse of this unique lake of sapphire blue, surrounded by strangely sculptured volcanic heights. Mystery hovers over the scene, for it is bosomed in the crater of prehistoric Mt. Mazama, which ages ago sank beneath the earth's crust. You may see it by boat or encircling road from Rim Village, main gateway.

From this natural wonder you may continue to the Klamath Lake country and connect with the Redwood Empire and Sacramento Valley routes to California.

Alaska and the Yukon

Seattle and Vancouver offer summer tours to the mystic northland, where "ghost gleams" spangle the night skies, the weird midnight sun sinks and lifts, and iridescent hues reflect from glacier walls. Here are travel experiences unusual.

As your ship winds through the mountain-walled solitudes of the Inside Passage you feel the compelling lure of exploration. At intervals inland trips invite ashore.

From Skagway of "Soapy Smith" fame a White Pass and Yukon train pulls you up over the gold-seekers' "Trail of '98" for a stop at the exquisite Atlin Lakes, or on to White Horse to board the Yukon River steamer for the once-roaring Dawson of Klondike days. Here you may catch a glimpse of red-coated Royal Canadian Mounted.

From Cordova the Copper River and Northwestern line carries you inland to the great Miles and Childs Glaciers, scene of Rex Beach's "Iron Trail."

At Seward you may debark for the Government's Alaska Railroad observation car and ride to Mt. McKinley National Park to see its towering peak, "The Roof of America," and continue on to indulge in river trips or to visit Fairbanks.

For attractive literature of these and circle tours, consult the Alaska Steamship Company, Seattle; Canadian National Railways; Canadian Pacific Railway, each with steamship lines to Alaska; Alaska Railroad, 333 N. Michigan Ave., Chicago, and White Pass and Yukon Route, 2049 Straus Building, Chicago.

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EDITORIAL MAKE-UP OF LITERARY DIGEST DRAMATIZED

A large section of our exhibition is devoted to The Literary Digest. You will be interested in seeing, at first hand, some of the methods we use to make this magazine the world's widest-read news-weekly. In this dramatic display are represented hundreds of newspapers and magazines, covering every field of interest, which our Editorial Staff reads, condenses, and quotes in presenting all of the important news.

WORLD'S MOST COSTLY BOOK IN UNIQUE DISPLAY

Another feature of our exhibit is the world's most costly book in a unique display. Of course, the book in question is the Unabridged Funk & Wagnalls New Standard Dictionary, the production cost of which was $1,500,000 before printing. It stands over six feet from the floor, turns upon a revolving pedestal and is illuminated by a photo-electric beam. The visitor who breaks the beam, by stepping into it, sets off a mechanism in the giant book, which makes it stop revolving and slowly opens it up to the definition of the word the visitor desires.

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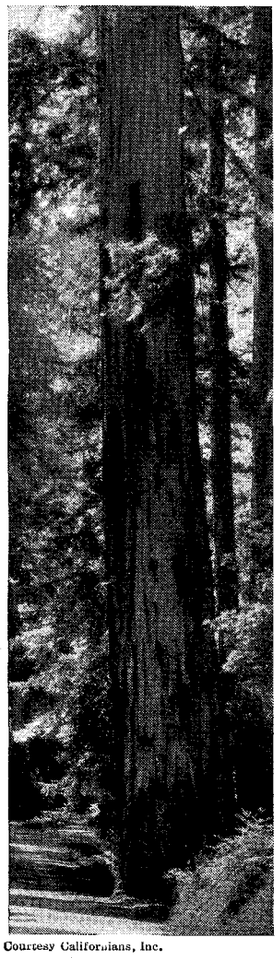
Drama of California

California, like her Hollywood movies, stages within her realm examples of every variety of scenery from tropic desert to snow-clad peak. Behind her footlights are portrayed the glamour of old Spain, the adventure of gold-seeking forty-niners, the refinement of modernity, and all forms of outdoor recreation. Join its audience then for a complete repertoire of travel and vacation entertainment and you will forget cares.

Two northern entrances open from Oregon, each offering unusual experiences.

1. Redwood Empire: A ride of nearly two hundred miles through the shady aisles of giant redwoods by glass-topped motor-coach in close communion with these forest monarchs is the reward offered by the Redwood EmpireTour. Addvistas of picturesque coast, Jack London's Valley of the Moon, Burbank'sSanta Rosa, and a petrified forest, and you have a trip not soon forgotten. It begins at Grant'sPass, Oregon, on theSouthern Pacific's Shasta Route. Beforeyoucross the California line you may diverge to Oregon Caves National Monument. At Eureka the motor-coach is exchanged for Northwestern Pacific train to the Golden Gate.



Courtesy Californians, Inc.

Redwood Highway

2. Sacramento Valley: Mt. Shasta, "Queen of the Siskiyous," California'smost beautiful mountain, raises its snowy peak above the Shasta National Forest. Southward winds the Sacramento Valley. Eastward roads tempt you toward the Lassen National Forest to visit Mt. Lassen National Park. Here, surrounded by a semi-extinct volcano, is an amazing display of fantastic lava formations, fumaroles, boiling lakes, hot springs and chromatic dunes. You may visit it from Southern Pacific Station at Redding. Southward the Shasta Route bears you to Sacramento, California's historic capital in the gold country, thence to San Francisco.

Whether by Redwood Empire, Sacramento Valley, scenic Feather River Canyon or American River, trail of gold seekers, all roads lead to San Francisco.

San Francisco is always colorful, and why shouldn't it be, with its adventurous past, its glamour of the Orient, its spectacular setting and an indomitable citizenry with a place in song and story? This city's personality fascinates all visitors. They flock to her Chinatown, climb Nob Hill, and are thrilled by her spectacular setting of bay, ocean and mountain. They roam along her Embarcadero to see the shipping and sniff cargoes from the Orient, South Seas, Europe and the Atlantic Coast. They listen to the ancient bells of the Mission Dolores ringing under the shadow of skyscrapers. They enjoy distinctive eating places and admire the beauties of Golden Gate Park. And beyond there are trips to Berkeley, Palo Alto, Muir Woods, and Oakland.

From the great Bay, which could give anchorage to all the navies of the world, two travel routes lead toward the south. One is through California's San Joaquin Valley gardenlands; the other beside the blue Pacific. Each has distinctive attractions.

1. San Joaquin's Sierra Gateways: At Stockton, metropolis of the great valley which lies between the Coast Range and high Sierra, meet routes from San Francisco and Sacramento, merging into one north-south artery. You roll along over Southern Pacific or Santa Fe rails through fertile acres to Merced and are switched to Yosemite Valley railroad for El Portal, all-year gateway to Yosemite National Park. Here is nature in the height of sublimity. Great peaks look down upon flower-carpeted, balsam-scented valleys. Cascades leap from lofty crests, breaking into jeweled clouds of spray. Lakes have plate-glass-mirror reflections. Forest giants tower heavenward. In summer you may look upon 250 miles of matchless scenery along the Tioga Road Route which begins at Truckee, on the Overland Route, includes beautiful Lake Tahoe and Mono Lake, thence to the Park and through Yosemite wonderlands, leaving via Merced or Fresno.

Farther down the San Joaquin Valley two other parks preserve for mankind California's and the world's greatest and oldest living things. General Grant National Park, approached from Fresno or Reedley, contains thousands of California's forest giants. It affords also a motor route to King's River Canyon with scenery resembling that of the Yosemite. Exeter and Visalia are gateways to Sequoia National Park, containing the world's forest monarch and patriarch, the General Sherman Tree. Over thousands of other Sequoias towers Mt. Whitney, highest peak in continental United States.

We now turn to the galaxy of attractions along the Pacific shores, including the "mission rosary chain," the cities and playgrounds.

2. Coast Playgrounds and Cities: Del Monte is the playground *par excellence* of Northern California. It combines sports, exquisite scenery, historic shrines. There are five golf courses, including famous Pebble Beach; saddle horses, and swimming. Then there is the Seventeen Mile Drive past ancient cypresses, along rocky headlands, through the Del Monte Forest. At Monterey, California's ancient capital, Spanish, Mexican, and American governors have ruled. At Carmel's old mission sleeps Padre Junipero Serra. A little beyond you may motor to Santa Cruz and its grove of big trees. But we must continue south.

"Reina de las Misiones"—Queen of the Missions—so the padres called the Mission Santa Barbara; and regal, too, is the town surrounding it, in its amphitheater, "sunkissed, ocean-washed, mountain-girded, island-protected." Here you may visit the best-preserved mission in California, golf, saddle-ride, motor, sail, and swim, stopping at the most distinctive hotels in all America. Spanish glamour returns to Santa Barbara in the Old Spanish Days Fiesta, held this summer August 3, 4, and 5. Fleet Week and Marine Carnival, are July 23-30.

Southern California beckons us on. That tall tower, white against the blue sky,

YOU can be *sure* of pleasant summer skies in Italy! . . . surrounded by the Mediterranean and Adriatic, kept temperate by salt breezes and "tramontane" from off the Alps, Dolomites and Apennines!

A list of Italy's delightful summer places would be too long to print. You know many of them, surely—the Lido, Rimini, Viareggio, Brioni, the Lakes or Cortina d'Ampezzo. There are dozens of others almost as well known — and hundreds you'll never see unless you stumble upon them!

This year, take advantage of the extremely low rates for hotels, restaurants, steamship, rail and motor travel now prevailing. With all living expenses cut far below previous levels, you can spend a month or the whole summer here for less than it might cost you at home!

Let us help plan the details of your trip in cooperation with your tourist agent. This office is maintained for that purpose by the Royal Italian Government, offering information, advice and definite recommendations on itineraries, hotels, etc.—all without charge. Write today for our fascinating illustrated book on Italy.

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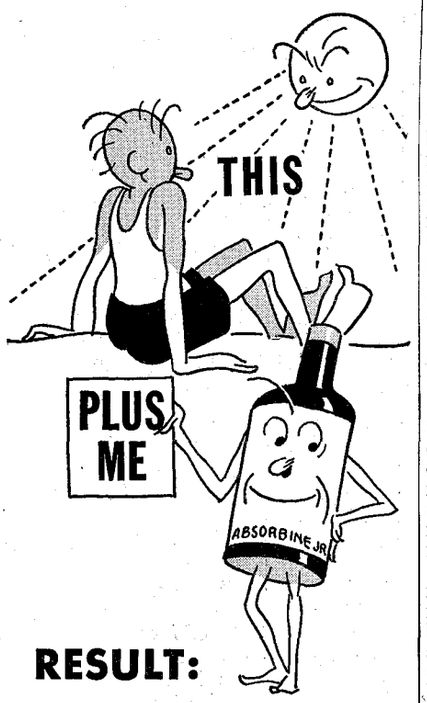

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is Los Angeles, beacon to visitors from the world over. It is a magic city which has arisen from the Pueblo de la reina de Los Angeles, a city done in the modern motif with spacious streets, exotic trees and flowers, shops of latest vogue, and huge sky-scrapers.

And surrounding are other irresistible attractions: Hollywood, habitat of stars, writers, artists, musicians, with its sets, kleigs, grinding cameras, manufacturing world entertainment; Beverly Hills of beautiful homes and estates; Pasadena with its Rose Bowl and gardens; Mt. Lowe and Mt. Wilson with their panoramas; Riverside with its Mission Inn; Pacific beaches from Santa Monica to Redondo; Santa Catalina Island with its sea gardens and scenery.

During July and August on Tuesdays, Thursdays, Fridays, and Saturdays, "Symphonies Under the Stars" will be Hollywood Bowl attractions, and the "Pilgrimage Play" will be given during the same months in the Hollywood Hills.

Finally the coast tour brings you to San Diego, "its soft sensuous beauty and caressing air creating a new sense of joy of mere existence," as one writer describes it. Facing a spacious harbor with the silver strand of Coronado Beach in the foreground and Point Loma in the distance, its setting is superb. Little wonder that the padres here set up the first cross and rang the first bell in the mission chain reaching far to the north. Short trips bring us to Old Mexico—to Agua Caliente and Tia Juana, each on the impressive Carriso Gorge route, an option for travelers by Southern Pacific and Rock Island systems.

A glorious trip for visitors to the "Century of Progress Exposition" is this to California. Low summer rates make the cost from Chicago only $80.50 for the round trip. From New York the round trip rate (45 day limit) is $126.90. If your time is important, ten delightful days may be spent in the Golden State, with about two days at San Francisco, a full day in the Yosemite, a full day for Del Monte, a day in Santa Barbara, two days at Los Angeles and surroundings, and a day in San Diego.

California tourist authorities estimate the expense for hotels and meals for such a ten-day itinerary would be: moderate, $26.70; average, $35.80; better-than-average, $57.55.

In preceding pages we have pictured the rail routes to California. There are besides, the coast-to-coast steamships via Panama Canal, with rates varying according to accommodations. They include the Dollar Steamship Lines, Panama Pacific Line and the United Fruit Line between New York, Los Angeles and San Francisco; and the Grace Line between New York, Los Angeles, San Francisco, Victoria, B. C., and Seattle. Transcontinental air services are provided by American Airways, Inc., United Air Lines, Transcontinental and Western Air, Inc.

Prospective tourists may obtain valuable California travel suggestions from the Californians, Inc., San Francisco, and the All Year Club of Southern California at Los Angeles.

Hawaii the Unusual

Our own land in the mid-Pacific is stored with travel allurement. It gives visitors the thrill of a different world, which is the spice of getting away.

You see unaccustomed vegetation—monkey pod and shower trees, gorgeous bougainvillea, hibiscus, and tree ferns. Nature is disclosed in weird and wonder-inspiring form. Such a mixture of races, Polynesian, Oriental, and American, is not found elsewhere. There are new dishes set before you—roast pig Polynesian style, baked taro, poi, papayas, mangoes, and pahos. You may see a dance to the beat of the hula gourd, under the spotlight of the Hawaiian moon.

Each island puts on its own show. Oahu has its cosmopolitan Honolulu, its Waikiki Beach with surfing and outrigger canoeing, its Pali and Punchbowl.

Maui has one part of the Hawaii National Park, over which rises Halekala, the world's greatest extinct volcano.

Kauai lets you listen to her Barking Sands and musical geyser, "Spouting Horn," besides disclosing rock sculpture and painted canyon.

Hawaii, "The Big Island," with another section of Hawaii National Park, has Kilauea, abode of Pele, Goddess of Volcanoes, besides fern forests, glorious coastal scenery and historic shrines.

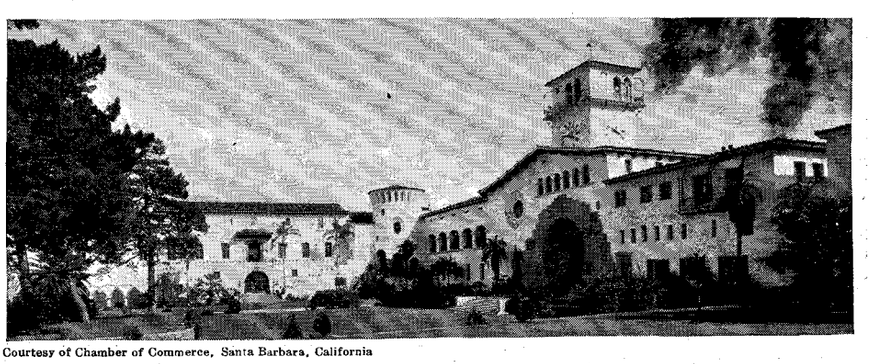
Travel advice is obtainable from the Hawaii Tourist Bureau, Honolulu, or its branch in San Francisco, and from the steamship lines mentioned in the following section.

Pacific Wonder Tours

If you push off from the mainland to any of the Pacific regions, you are embarked upon a voyage of travel zest. Besides Hawaii, which we have glimpsed all too hastily, there are the romantic South Sea Islands, Australia and New Zealand, colorful Japan—age-old China, and our own Philippines.

New, fast steamships and reduced rates this summer offer opportunities of this kind at San Francisco, Los Angeles or Vancouver. Matson Line and Lassco Line operate direct services between San Francisco, Los Angeles and Honolulu, and Matson Line between San Francisco, Los Angeles, Hawaii, South Sea Islands, New Zealand and Australia. Dollar Steamship Lines en route to the Orient provide services from New York to Hawaii, Japan, and China via Los Angeles and San Francisco. Canadian Pacific Steamships, sailing between Vancouver, Japan, and China, call at Honolulu on the way, as do steamships of the Nippon Yusen Kaisha Line covering the route between San Francisco, Japan, and China. Canadian Australasian Line, operating between Vancouver, South Sea Islands, New Zealand, and Australia, calls at Honolulu.

Travel suggestions from the Japan Tourist Bureau of New York and the Australian National Travel Association, San Francisco.



Courtesy of Chamber of Commerce, Santa Barbara, California

Its Spanish Court-House Is One of Santa Barbara's Charms

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Playgrounds of the East

Many visitors to the "Century of Progress Exposition" from the Pacific Coast and Middle West plan to continue on to eastern mountain and seashore resorts, contributing to the army of vacationists seeking these playgrounds.

Of these, New York State will receive a large quota. The balsam forests of the North Woods, protected by the two-million-acre Adirondack State Park, welcome visitors to Lake Placid, the Saranacs, Lake George, and Lake Champlain. The Thousand Islands will be sought by others.

Long Island's miles of ocean beaches, some included in State Parks, from the Rockaways to the Hamptons, will attract devotees of salt-water surroundings.

The entire Atlantic coastline of New Jersey is practically an unbroken summer playground, beginning with Long Branch and Asbury Park, and continuing with Seagirt, Atlantic City, and Cape May. South of the Chesapeake are other ocean resorts beginning with Virginia Beach.

From Baltimore and from Washington attractive Chesapeake boat trips lead to Virginia's historic Tidewater Country, with its Colonial National Monument and Washington Birthplace National Monument.

Across the Old Dominion are routes to the Blue Ridge playgrounds.

Atop the Blue Ridge you may motor over the Skyland Drive through the new Shenandoah National Park and look upon inspiring mountain and valley panoramas. Descending the western slope, you enter the far-famed Shenandoah Valley, with its caverns and historic places.

Further south another mountainland provides summer attractions.

Ideal summer playgrounds are found south of the Virginia mountains in western North Carolina and eastern Tennessee where the Great Smokies lift their summits skyward. Asheville and Knoxville are main approaches to the Great Smoky Mountains National Park. The summer round trip rate from New York to Asheville is only $35.33.

New England—The Complete Playground

New England, being of the sea, the forest, lake, mountain, and river, is America's complete playground—also a mine of colorful history.

Some genius at figures has perhaps helped us visualize New England's vacation opportunities. He tells us that in the six States there are 2,500 miles of seacoast with more than a thousand sandy beaches. There are 7,000 lakes and rivers, the highest peak in the East, 3,000 miles of marked and maintained hikers' trails and more than 600 golf courses. Given these facts, our imagination must do the rest!

Budgets small or ample, a social status high or humble, all can find suitable accommodations to fit into the New England picture.

One visitor may frolic in the surf at exclusive Newport or Bar Harbor, while another takes a dip at more democratic Nantucket, Martha's Vineyard, Cape Cod, Old Orchard or York.

You may put up at sumptuous hotels such as those of New Hampshire at Sunapee or Winnepesaukee, Maplewood, Crawford Notch, Bretton Woods or Fabyans; Maine's Poland Springs or Moosehead, or Massachusetts' Bass Rocks. If your tastes are simpler, there are moderate-priced hostelries, log cabins, and your own tent in the forest primeval. If the paddle's splash is music to your ears, there are canoeing waters unexcelled.

Of golf we have hinted. Through mountain and along seashore are intriguing motor tours. Motor and sail craft dot salt and fresh yachting waters. Surf casters and fly fishermen unpack their rods. Mountain climbers and hikers strap on their packs. Trails! Vision the 262 miles over the Green Mountains of Vermont, the Appalachian Mountain Club's White Mountain routes in New Hampshire, the trails up Katahdin in Maine, and down across the Berkshires of Massachusetts and Connecticut's Litchfield Hills. If you prefer the saddle, there are miles of bridle paths.

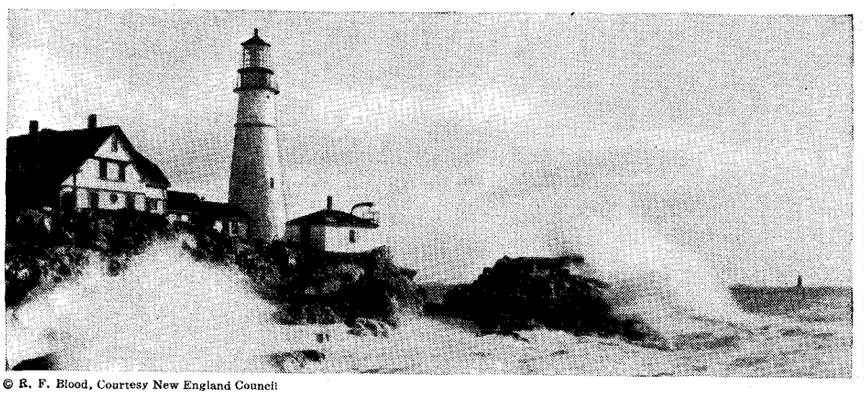
Or perhaps you have a nose for history. In that case the Old Town Mill of New London will interest you, as will Newport's Old Norse Tower; the shrines of Plymouth, Boston, Concord and Lexington; Portsmouth, whence sailed John Paul Jones aboard his "Ranger"; the old forts and French associations of Maine; Vermont's Fort St. Anne of 1666—just to give a few.

Our government has protected for the enjoyment of the people two attractive areas in New England.

Recreation for more than half a million people in the heart of nature without a suggestion of crowding is provided in the 480,000 acres of the White Mountain National Forest in New Hampshire.

New England has also a national park of rare beauty. The Acadia National Park, surrounded by the sea, crowned with the Mount Desert Mountains, the "largest rock-built island on the coast," is a sanctuary for wild life of sea, woodland, lake, and mountain. From Bar Harbor, gateway scenic roads, notably that up Cadillac Mountain, reach the lakes and heights of this park, not to mention 200 miles of trails and boat trips on Frenchman's Bay.

With all her vacation endowments, New England is admirably equipped to give the prospective visitor advice and information. The central bureau of travel and recreational information for the entire region is the New England Council, at Boston. Besides this institution several of the States maintain competent travel bureaus such as Maine Development Commission, Augusta; Vermont Publicity Bureau, Montpelier; New Hampshire State Development Commission, Concord; Massachusetts Industrial & Development Commission, Boston.



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The Sea Flings Its Spray Against Portland Head Light

This FREE Booklet

Answers Many Vacation Problems

THOUSANDS of people have already used it to help them choose better vacations at lower costs. It pictures swimming, golfing, mountain climbing and fishing in the cool New England climate — and it's practical as well. It tells about costs in New England — covering $20 to $150 per week vacations.

You cannot read it without breathing in a little of the charm which brings three million people to New England each year—for all kinds of sport, for rest, and for entertainment.

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Telechron is *self-starting*. Cheap clocks are not. Telechron is long-lived, *dependable*. Telechron cases are more attractive. Telechron motors are sealed in oil. Cheap clocks usually fail for lack of it.

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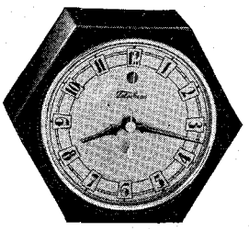

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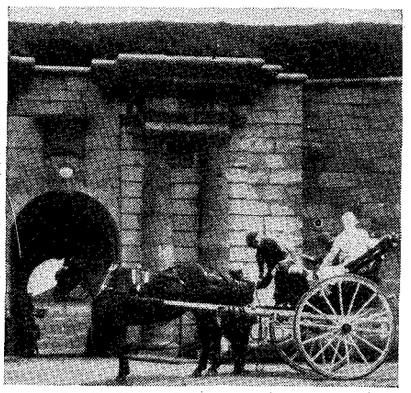
Vacations in Canada

Many ingredients enter into the vacation *menu* of Canada. They include two oceans and a network of inland waterways. There are uncounted miles of forests and mountains of unexcelled glory. There is Old World atmosphere evidenced by spinning wheels and outdoor bake-ovens still in use. You may listen to the chansons of Old France and visit cities new and old.

ONTARIO ACROSS THE BRIDGES

Streams of vacationists pour through various gateways to or from Ontario's playgrounds. They flow across the Peace Bridge at Niagara Falls and the Ambassador Span at Detroit. Others ferry the St. Lawrence River or sail across Ontario or Erie waters. Toward the west there are the entrances at Sault Ste. Marie and those from Minnesota.



Courtesy Canadian National Railways

At the Citadel Gate, Quebec

Wherever the approach, Ontario has attractions. St. Lawrence crossings give routes to Ottawa, the dignified Dominion Capital. From the Niagara region Toronto is the goal by water or land. It is Ontario's popular "tourist city" and metropolis.

Pathways diverge to delightful vacation places. Younge, "the longest street in the world," takes you from downtown skyscrapers straight toward the far northern wilderness.

From this and other arteries Ontario's lakeland playgrounds are reached, including the Muskoka Lakes chain; the Thirty Thousand Islands of the Georgian Bay; Kawartha Lakes; Lake of Bays; Algonquin Provincial Park; Temagami Forest Preserve, and, in the far West, Lake Nipigon, Quetico Park and Lake of the Woods, summer paradise.

FRENCH CANADA OLD AND NEW

For boat, train or motor tourists the great cross rising from Mt. Royal is a beacon to the threshold of French Canada. Even the modern commercial metropolis of the Dominion has not obliterated quite all of its ancient landmarks, and the French language greets you in printed and spoken form.

Montreal is one of the gateways to the lakes, forests, rivers, and streams of the Laurentian Mountain region. The Canadian Pacific takes you to Mt. Tremblant National Park and Mt. Laurier; the Canadian National, winding toward Lac Remi, reaches favorite centers.

From Montreal the St. Lawrence, "Le Chemin du Bon Dieu"—the Highway of the Good God—bears you to the city of Jacques Cartier, Samuel de Champlain, Mère Marie de l'Incarnation, Bishop Laval, Count de Frontenac, LaSalle, General Wolf, and the Marquis de Montcalm. Few cities are so redolent of romantic history as Quebec.

Here again a train will bear you into the Laurentian wilderness of Laurentides Park and to the Chapdelaine Country of Lac St. Jean.

Below Quebec the St. Lawrence north shore is mountain-walled and the Manor Richelieu marks Canada's smart river resort at Murray Bay—"The salt sea tang mingling with the scent of pine and balsam from the eternal hills."

Farther on at Tadousac you enter nature's mountain-walled gateway to the mysterious waters of the Saguenay River, winding between perpendicular heights to its culminating scenic achievements, Capes Trinity and Eternity.

The St. Lawrence south shore is lined with quaint towns, such as Bic, Rimouski, Metis, Rivière du Loup, each receiving its summer holiday quota.

Along the north Gulf coast are cruises to the Grenfell Missions of Labrador, while others include picturesque Gaspé Peninsula, a motor-road bordering its coast.

MARITIME SUMMERLANDS

Gaspé's southern border is lapped by the waters of Bay Chaleur, and across its dancing waves lies New Brunswick. Generations of sportsmen have explored its forests and rivers. With all followers of rod and reel its fishing waters are famous. St. John, seaport, "City of the Loyalists" and Fredericton, the capital, have historic backgrounds.

Across the Bay of Fundy lies the smiling land of Acadia with Evangeline's Grand Pré, old Fort Anne at Annapolis Royal, salty Yarmouth and Digby, Halifax the capital and waterside Pictou. So long as rest and recreation are sought, Nova Scotia will find favor. Its neighbor, Cape Breton Island, with the Bras d'Or Lakes and ancient French fortress of Louisburg, also rewards the visitor.

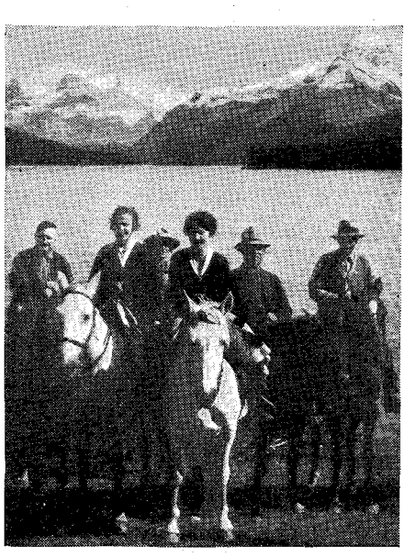
The little Province of Prince Edward Island reminds one of the English Shire Country. Its capital, Charlottetown, dates back to 1773.

Eastward of the Gulf of St. Lawrence, sea-surrounded, we may cruise to the fiords and forests of the crown Colony of Newfoundland and explore its wonders from the ports of St. John's, or Port-aux-Basques.

CANADIAN ROCKIES

Turning now from Atlantic salt water, let us speed toward Canada's other ocean boundary. Across great spaces we move to the snow-crowned glories of the Canadian Rockies.

"Imagine a region where the sublimity of the scenery is matched by the beauty,



Courtesy Canadian National Railways

Trail Riders Leave Maligne Lake

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where tremendous peaks lift their foreheads beyond the clouds, and fearful canyons hide their feet in unimaginable depths, where great leviathan glaciers creep down from the frozen desolation of alpine heights and black walls of precipices rise up and shut out the light of day." So exclaims M. B. Williams in his book, "Through the Heart of the Rockies and Selkirks," continuing:

"Add glorious, life-giving mountain air, warm, sunny summer days and pleasantly cool nights. Have you not here all the raw material for the perfect holiday land?"

Canada has established seven national parks in her Rocky Mountain Region. They offer a selection of imposing hotels, simple chalets, and bungalow camps, or enable the visitor to pitch his own tent.

On the transcontinental route of the Canadian Pacific Railway are Banff National Park, with Banff its center, and the gem of Lake Louise thirty-five miles away; Yoho Park, joining Banff on the continental divide, and west of it Glacier Park in the Selkirks and Mt. Revelstoke Park still farther on. In southern Alberta, directly adjoining Glacier National Park of Montana, and forming an international playground, is Waterton Lakes National Park.

On the transcontinental line of the Canadian National Railways, in the northern Rockies, lies Jasper National Park—Jasper Park Lodge, on Lac Beauvert amid inspiring scenery, being its headquarters. West of Jasper, and adjoining it, is Mt. Robson Park.

BRITISH COLUMBIA

Each of Canada's great rail systems find their way to Vancouver through canyons of rivers that traverse the evergreen forests of British Columbia.

The Canadian National, in addition to its direct line to the coast, offers an attractive triangle tour from the main line to the Skeena River Region and Prince Rupert thence by steamer down the coast through the island-dotted Inside Passage to Vancouver or vice versa. Reference to the cities of Vancouver and Victoria will be found in our preceding section entitled "Playgrounds of the Northwest."

Vacation information may be obtained from the National Development Bureau, Ottawa; Canadian National Railways, Canadian Pacific Railway.

FROM CHICAGO TO CANADA

Chicago being linked with each of the Canadian transcontinentals, the Dominion's playgrounds are of easy access to or from the Exposition City.

You may leave Chicago over the "Soo Line" and go direct to Winnipeg, which is a focal point for each of the great Canadian transcontinental railway systems. Through service from Chicago via the Canadian Rockies to Vancouver is operated by "Soo Line" to Portal, thence by Canadian Pacific Railway to the coast.

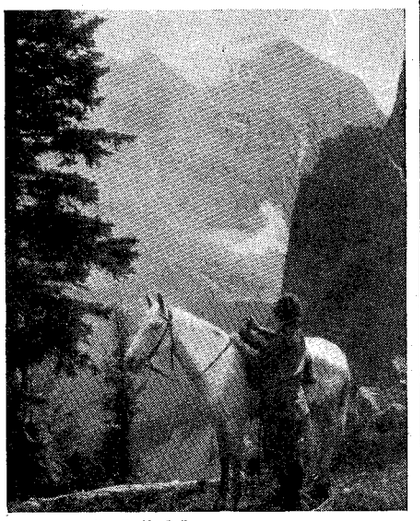
From eastern Canada, the Canadian Pacific System is linked with Chicago via Detroit and the Michigan Central division of the New York Central Lines.

The Canadian National Railways is also accessible from Chicago. Its connecting link for the west via Duluth is the Chicago and North Western System. Through service is operated to Vancouver. Vacation centers of the eastern Provinces are reached by Canadian National's direct line from Ontario and Michigan into Chicago.

CANADIAN SUMMER CRUISES

A selection of little voyages, coastwise and elsewhere, is offered this year.

Franconia of the Cunard Line sails on two cruises from New York to the Saguenay River and Quebec, returning via Bermuda.



Courtesy Canadian Pacific Railway

On the Saddleback Trail, Lake Louise

The Cunarder *Aquitania* will make a four-day cruise to Halifax, leaving on June 30.

Deutschland of the Hamburg-American Line leaves New York July 1 on a four-day cruise to Halifax.

Four-day cruises between New York, Quebec, and Montreal will be operated by the Canadian Pacific Steamship *Duchess of Bedford.*

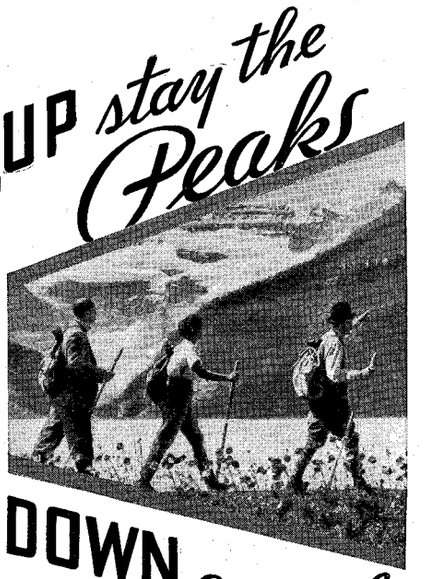
The Eastern Steamship Lines with divisions between Norfolk, Virginia, New York, New England coast ports, Yarmouth, N. S., and St. John, N. B., offer a series of attractive all-expense tours.

Furness Red Cross Line are offering 26-day cruises between New York, Halifax, Charlottetown, St. John's, N. F., Quebec and Montreal, while Furness Bermuda Line has reduced summer rates to the charming Bermuda Islands.

From Montreal to Labrador, Newfoundland, Gaspé coast and Prince Edward Island, cruises are made by the Clarke Steamship Company.

Courtesy Department of the Interior, Canada

Off for a Bay of Chaleur Canoe Trip



OFF FOR A PONY RIDE--EMERALD LAKE CHALET

ON THE SECOND GREEN-AT BANFF GOLF COURSE

IN THE CANADIAN ROCKIES

CHANCE of a lifetime—a millionaire's playground scaled down to fit *YOUR* purse this year . . . with the same world-famous hotels and chalets, mile-high golf course, snow peaks, dazzling glaciers . . . lakes—gems of priceless hues. Warm sulphur and cool open air swimming pools, ponies with cowboy guides . . . tennis courts. Regal menus, dining and dance orchestras. No need for formal clothes.

6 Glorious Days—with 2 days each at Banff Springs Hotel, Chateau Lake Louise and Emerald Lake Chalet; 126 miles of spectacular motoring over roads costing a king's ransom. ALL-EXPENSE . . **$70**

5 Wonderful Days—same hotels and chalets. 1st day Banff Springs Hotel. 126 miles motoring. Leave by train from Field. ALL-EXPENSE . . . **$60**

4 Colorful Days, 1st day at Banff Springs Hotel, then Chateau Lake Louise and Emerald Lake Chalet. 126 miles motoring. ALL-EXPENSE . . **$50**

5 Outdoor Days—Chateau Lake Louise, Emerald Lake Chalet, Lake Wapta and Yoho Valley Chalet-Bungalow Camps. Motoring. ALL-EXPENSE **$40**

These Tours may be reversed Eastbound.

Greatly Reduced Rates at Banff, Lake Louise and Emerald Lake hotels. Special weekly, monthly and family terms. Hotels open June 23—Sept. 5.

Add Rail Fare from starting point. First 3 Tours originate at Banff or Field. "5 Outdoor Days," at Lake Louise or Field. Include a Tour on your way to North Pacific Coast, California, Alaska.

Low Summer Round Trip Rail Fares. Also 45-Day Round Trip Fare.

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Canadian Pacific Offices in all Large Cities including—

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160 Pearl St. BUFFALO
338 Sixth Ave. PITTSBURGH
1010 Chester Ave. CLEVELAND
Dixie Terminal Bldg. CINCINNATI
71 E. Jackson Blvd. CHICAGO
412 Locust St. ST LOUIS
152 Geary St. SAN FRANCISCO
1320 Fourth Ave. SEATTLE

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To Europe This Summer—For Tonic at Low Cost

"'Pack up your troubles in your old kit bag' . . . and store it! Don't even 'take yourself along'—not the self that's tired and worried. Pack up that 'self,' too, give it a complete rest; and step out with that younger, gayer, more adventurous, more romantic person inside of you who hasn't been having much of a show lately." This is the breezy advice of a booklet jointly issued by the leading transatlantic lines.

ZEST OF THE UNFAMILIAR

There is tonic to mind and body in the voyage, and ashore, mental stimulous.

"A trip to Europe gives us 'the pleasant shock of alien ways' as Helen H. Gay expresses it in her book 'Break Your Lease.'"

"There's no thrill quite like that of just happening upon one of Europe's hundreds of 'quaint places,' such as one has dreamed of so many, many times," quoting again from the Steamship Lines' booklet. "They comfort us as well as charm us, those places which have grown more and more beautiful with age and human experience. They lay a touch of their own serenity on our high tension. They link us to a past to which we are deeply indebted, and give us assurance for the future.

"Don't think of Europe—as too many people do—in terms of cathedrals and museums, for which you may not have a strong yearning. Think of it in terms of people who are trying, as you are, to make life a worth-while adventure, in spite of many difficulties much like your own."

This summer, in particular, "scenes of living, fast-moving history surround the European traveler." You may walk past Number Ten Downing Street, the world-famous residence of the Prime Ministers of England, and visit Parliament in London, enter the French Chamber of Deputies, watch the drama unveil at Potsdam, and see the home of the League of Nations at Geneva. All over Europe there are special doings this summer.

IT COSTS SO LITTLE

And that old bugbear expense no longer raises his forbidding face.

"If you spend from $168.00 to $225.00 for your round trip ticket you can travel Tourist Class, in far greater luxury than any amount of money could buy on an ocean crossing a generation ago.

"For a round trip rate of $224.00 to $315.00 you may travel over and back First Class or you can go in what is known as a Cabin Class ship of charming individuality.

"For about $400.00 to $500.00 you may go over and back First Class in a floating palace, and be served, fed, entertained and transported as no Crœsus ever known could be on the most fabulous of private yachts."

These low steamship fares are matched by reduced land expenses. If you go tourist class this summer you can have a month's trip to Europe including five countries, hotels, meals and railway fares, for less than $350.00.

LATEST IN SHIP NEWS

So much for rates. And now for the latest in ship news.

Berengaria in new regal attire alternates with speedy *Mauretania* and other Cunard Line favorites. *Ile de France* with new fashionings by the French marine modistes salutes in mid-ocean the French Line's other beauty, the new *Champlain*. *Europa* and *Bremen* vie in clipping records for North German Lloyd. The Italian Line's, stabilized *Conte di Savoia* and huge *Rex* cleave the blue Mediterranean and uphold Italy's maritime prestige. *Olympic* retains her laurels in spite of White Star's modish *Georgic*. Proudly flying the Stars and Stripes *Washington* joins her sister *Manhattan* in establishing the new era of American shipping under auspices of United States Lines. *Statendam* flagship of Holland America Line's fleet typifies Dutch efficiency on the sea and *Kungsholm* of Swedish-American Line, that of Sweden, and new "President" ships of Dollar Line arrive and depart on their world encircling route. The great white *Empress of Britain* heads the Canadian Pacific Steamships' fleet covering the St. Lawrence route to Europe.

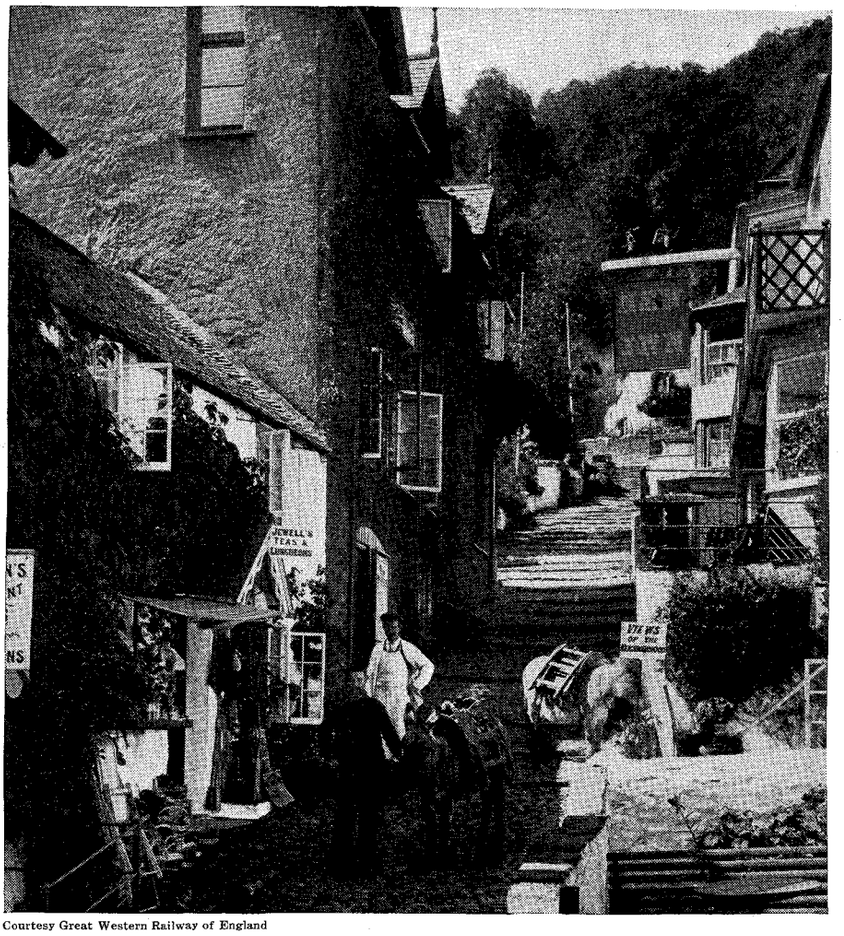
Besides these star performers there are fleets of less speedy vessels affording nevertheless, every sea-going comfort that could be desired.

Among these are Hamburg-American Line's fleet; the "E" steamships of the American Export Line; the Anchor Line; Fabre Line; Furness Line; Gydnia-America Line; National Greek Line; Norwegian-America Line; Red Star Line, Scandinavian-American Line, and Spanish Transatlantic Line from New York and Anchor-Donaldson and White Star Dominion Lines following the St. Lawrence route. Prospective tourists should write for sailing lists, rates, and descriptive literature.

Besides regular sailings and summer European cruises of these lines, *Kungsholm* of the Swedish American Line leaves New York June 30 for a European and North Cape Cruise. *Reliance* of the Hamburg American Line leaves on July 1 for a North Cape-Russia Cruise. *Roma* of the Italian Line, under auspices of Thomas Cook & Son, leaves New York July 1 on a Mediterranean cruise. Holland-America Lines' *Volendam* in cooperation with the Frank Tourist Agency is leaving New York on July 5 for a fifty-six day Mediterranean and North Cape cruise. Under the auspices of Raymond-Whitcomb and Cunard Line *Carinthia* will leave New York July 1 on an Iceland-Midnight Sun Cruise. Regular round-the-world cruise sailings fortnightly are provided by steamships of the Dollar Steamship Lines.

The motor-vessel *Augustus* of the Italian Line leaves New York July 12 on a Mediterranean, Egypt, Holy Land Cruise.

Whether by these special or regular voyages, life afloat means magic days and nights. You may stretch out and rest; take a vigorous turn around deck; enter hilarious deck games; take a dip in the pool; eat unequalled food.



Courtesy Great Western Railway of England

Clovelly Typifies England's Picturesque Towns

BRITAIN HONORS "QUEEN BESS"

England is celebrating the four hundredth anniversary of Queen Elizabeth's birth.

This reminds us of England's historic shrines extending from Chaucer's Canterbury to the Roman Wall of the north.

Summer-time travel through the English countryside "where every cottage has its lovingly tended strip of ground and where beauty runs riot," with abbeys, cathedrals, castles and old inns causing us to pause, is delightful. The English Lakes are at their loveliest. The beaches at Brighton, Torquay and the Cornish Riviera are animated. It is the ideal season to set forth from mellowed old London on tours to Hardy's Wessex, Lorna Doone's Exmoor in Devon, the Penn and Washington

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countries, Oxford or Cambridge, the Shakespeare region, the Dukeries or picturesque Wales.

Across the Scottish border the Scott country, historic Edinburgh, the Trossachs and the Highlands, where famous highland Game Gatherings are held from August 5 to September 13, are tempting to summer tourists.

Ireland, too, smiles a summer welcome from her Lakes of Killarney, Blarney Castle, Dublin, Belfast, and the Giant's Causeway. And if you are fond of horses, remember the Royal Dublin Horse Show is staged August 8 to 11.

RAMBLES IN FRANCE

Summer evenings in the boulevard cafés of Paris, summer rambles through the quaint towns of Normandy and Brittany are happy travel experiences in France. Then there are colorful beach scenes at Deauville and along the French Riviera of the Mediterranean, with its Cannes, Nice, and Monte Carlo, or if you prefer, the Château Country of the Loire, the battle-fields, and the religious ceremonies of the Lourdes.

Then beyond the northern border into Belgium you go for its century-old cities such as Brussels, Antwerp, Bruges, Dinant, Ghent, and Louvain.

In the opposite direction across the Pyrenees lie the inviting regions of Old Spain, so rich in history and art.

GERMANY'S MUSIC FESTIVALS

So widely has Germany contributed to the fine arts that she is almost continuously celebrating anniversaries of world-famous geniuses. This summer marks the fiftieth year since the death of Richard Wagner and Wagnerian Festivals will be held during July and August. The fiftieth anniversary of the death of Johannes Brahms is also being celebrated.

All Germany is a popular tourist country. Berlin is sought for its "Unter den Linden," Potsdam and other places of interest; Dresden for its art galleries; Heidelberg, Nuremberg, and Munich for their age-old associations; the Rhine for legend and scenery; the Black Forest and the Bavarian Alps for natural charm.

ROMANTIC AUSTRIA

Beauty of nature and historic cities greet the traveler in Austria who takes the boat trip from Passau to Linz on the Blue Danube, visits romantic Vienna, motors through the Tyrol, seeing Salzburg and Innsbruck and the famous health resorts such as Baden, Semmering, and Badgastein.

© Ewing Galloway

Havre's Quaint Shore Front

SEEN IN SWITZERLAND

The eyes of the world are directed toward Geneva—home of the League of Nations and headquarters for conferences of world concern.

Besides the political interest of its famous city, Switzerland discloses some of the most sublime scenery in Europe in which mountain, lake and flower-carpeted valley combine to delight the tourist's eye.

Courtesy German Tourist Information Office

Old Town Gate of the 1700 Year Old City of Weissenburg

Open-air performances of William Tell are held on Sundays in June, July, and August at Interlaken, Venetian Night Festivals at Lucerne, July 22, and at Thun, August 12.

PILGRIMS TO ROME

Through the gates of Vatican City is passing this year a pilgrimage from the world over. For His Holiness, Pope Pius XI, has decreed that the period from April 2, 1933, to April 2, 1934, be set aside as a Holy Year.

For those of all faiths Italy conjures travel visions. We drink of her cup and dream of the exquisite beauty of her lakes; floating down the Grand Canal in Venice or swimming at the Lido; motoring along the Rivieras with their San Remo, Portofino, Naples, Sorrento, and Amalfi, Isle of Capri, the ruins of Pompeii and Sicily, the multi-spired cathedral of Milan, the art treasures of Florence and browsing among the antiquities of Rome.

LANDS OF CENTRAL EUROPE

Central European countries are favored by European travelers. From Austria you may follow the Danube to Budapest, the gay capital of Hungary.

At Godollo, a few miles from Budapest, from August 2 to 15, scout troops from the world over will gather for their fourth International Jamboree to celebrate the twenty-fifth birthday of their founder.

Czecho-Slovakia is noted for its inspiring mountain scenery, Prague and other historic cities and the waters of health resorts, including Carlsbad.

To Americans, in particular, Poland, whose heroes fought in our Revolution, is a country of unusual interest. Tourist centers include Warsaw, Krakow, and Posen. A special summer excursion to Poland and Roumania via the *Berengaria* to Cherbourg or Southampton is planned by the Cunard Line.

OCEAN LUXURY at low fares

Follow the "50 TIMERS" to EUROPE

THIS year your vacation can give you more than ever before! While travel costs are still down . . . go to Europe!

To get the most out of your vacation—follow the "50 Timers". . . seasoned seagoers who have chosen White Star Liners 50 times and more. *They* know that on these mighty ships you will find real ocean luxury. Sail on the "50 Timers'" favorites of today: The ***Majestic,*** world's largest ship; famous ***Olympic; Georgic*** (new), ***Britannic*** or ***Adriatic,*** England's largest Cabin liners. Services to Ireland, England and France

See your local agent—the travel authority in your community.

Fares as low as

$98.50 TOURIST CLASS ROUND TRIP $175

FIRST CLASS $204 CABIN CLASS $132 THIRD CLASS $77

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International Mercantile Marine Company

No. 1 Broadway, New York; 216 N. Michigan Ave., Chicago; 687 Market St., San Francisco. *Other offices in principal cities. Agents everywhere.*

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TWO WEEKS

The saddest word of tongue or pen is to have something mar the vacation period. You can forestall one worry—the loss of your money—by turning your travel cash into

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For sale at banks and Express offices

Wanted—Men for ACCOUNTANCY *and* Office Management Training

You now have an opportunity to secure—without cost—one of these valuable home-study training courses. If you are now employed in an office, write us for full information and qualifying conditions. Particulars will be sent promptly by mail—without obligation. Do it today.

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When You Go To Europe

By Edwin Robert Petre

(1933 Edition, Revised and Enlarged)

Here is an up-to-date book to guide you from the moment you express a wish "to see Europe some day," till the money for your trip is arranged for, your passport obtained, your ticket bought, your ocean trip enjoyed. Europe is reached and seen, and you consult the book for the last bit of good advice on how to get back home. **A delightful, practical, helpful volume of 176 pages, besides 16 fine double-page maps in colors, tourist distance maps, etc.**

16 mo. Fabrikoid. $1.25; $1.35, post-paid.

Funk & Wagnalls Company, Pubs., 354-360 Fourth Ave., New York

Free directory to SUMMER HOUSEHOLD COMFORTS

The Advertising Guide, published as a service to readers of The Literary Digest, lists manufacturers of nationally-known household equipment that will make the home cool and comfortable, food more tempting, and work in the kitchen lighter during the summer. It gives valuable information about

ELECTRIC REFRIGERATORS
AIR COOLING SYSTEMS
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It tells you which manufacturers offer literature that shows you how to save money and promote efficient home management. Write for copy of the

ADVERTISING GUIDE

it tells you about maximum values and protects you against inferior substitutes.

The Literary Digest
354 Fourth Avenue, New York City

Please send me a free copy of the Advertising Guide.

Name.....

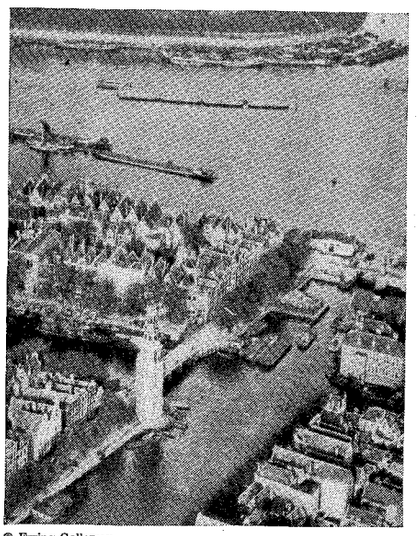
Address.....

.....

COLORFUL HOLLAND

The good folk of the Netherlands are doing homage this summer to the memory of William the Silent, who came into being four centuries ago, and did so much for Holland.

Besides this event, you may listen to organ recitals at the Groote Kerk at Rotterdam, visit the Rembrandt House at Amsterdam, the Royal and Peace Palaces at The Hague, wander about Middleburg's market, and gaze upon the brightly-colored costumes at Marken.



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Amsterdam Glimpsed From the Air

Beyond Holland summer tourists flock to the Northern Lands with their impressive spectacle of the Midnight Sun. On the way, Denmark with its intriguing Copenhagen is sought by many travelers.

SEEING THE MIDNIGHT SUN

In Sweden the Midnight Sun is visible at Abisko and other points, in Swedish Lapland from May 31 to July 14. Check on your itinerary the unusual Gota Canal trip over "the blue band of Sweden" between Gothenburg and Stockholm, the scenic château country of the south and the blue hills and white birches of Dalecarlia. If you are in interesting Stockholm during July and August take the new method and visit Sweden's "city of ruins and roses." You can go by plane this summer to Visby on the island of Gothland, in the Baltic Sea.

In Norway the Midnight Sun is visible at North Cape from May 15 to August 1 and in Spitsbergen until August 25, also from other points beyond the Arctic Circle. From Bergen, gateway to the Fjords, cruises to the mystic scenery of the west coast are summer enjoyments. In this land of the Vikings, Old Norse traditions, mid-summer night celebrations, plays, folk dances in Old Norse Parish Costumes, are featured at Oslo and elsewhere.

Beyond Norway and Sweden there lies a country of travel thrills—Finland, where you see "the fairy glow of northern lights," the picturesque Lapps, reindeer herds and other unusual scenes. In this "Land of Lyrical Beauty" are 60,000 lakes and 80,000 islands. Helsingfors is the tourist headquarters.

You may motor to Petsamo on the Arctic for a view of the Midnight Sun between May 22 and July 23.

FLYING OVER EUROPE

European air routes noted for their efficiency make it possible to cover extensive itineraries in remarkably quick time.

The Imperial Airways System of England speeds the tourist to France, Switzerland, Germany, Belgium, Holland, Denmark, and Sweden with longer lines to Greece, Persia, India, and Africa.

The Deutsche Luft Hansa covers Germany with an air network extending to other countries.

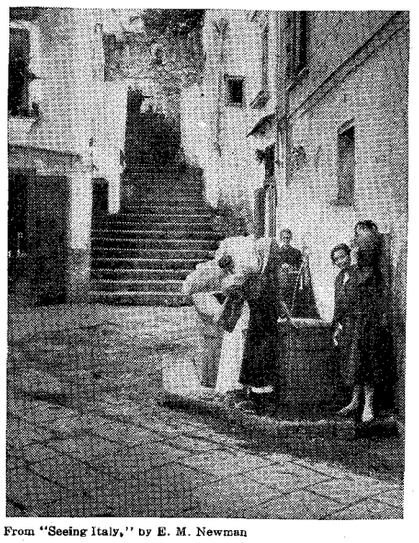
In France the Air Union, Amalgamated French Air Lines, provide skyway services from Paris to points in France and beyond.

Lines of the Societa Italiana Servizi Aerei, Societa Anonima Navigazione Aerea and Societa Aerea Mediterranea cover Italy and other countries.

In Holland the "K.L.M." (Royal Dutch Air Lines) provide air routes from Amsterdam to the Dutch East Indies.

EUROPEAN TRAVEL BUREAUS

Excellent literature, etc., may be obtained for Great Britain and Ireland, from the Travel Association of Great Britain and Ireland, Radio City, New York, London & North Eastern Railway, 11 West 42d Street, New York and London, Midland & Scottish Railway, 551 Fifth Avenue, New York; Great Western Railway of England (American Express Co. official agent); France from Railways of France, 1 East 57th Street, New York and French Government Tourist Office, 4 East 52d Street, New York; Belgium from Belgian State Railways, 587 Fifth Avenue, New York; Spain from Spanish Transatlantic Line, 24 State Street, New York; Germany from German Tourist Office, 665 Fifth Avenue, New York; Austria from Austrian Tourist Office, 400 Madison Avenue, New York; Switzerland from Swiss Federal Railroads, 475 Fifth Avenue, New York; Italy from Italian Tourist Information Office; 745 Fifth Avenue, New York; Hungary from Hungarian Government Railroads, 400 Madison Avenue, New York; Czecho-Slovakia from Czecho-Slovak State Railways, 587 Fifth Avenue, New York; Poland from Polish-American Chamber of Commerce, 149 East 67th Street, New York; Holland from Netherlands Railways, 405 Lexington Avenue, New York; Denmark from Danish State Railways, 280 Broadway, New York; Sweden from Swedish State Railways, 551 Fifth Avenue, New York; Norway from Norwegian Government Railways, 342 Madison Avenue, New York; Finland from Finland Consulate General Office, 5 State Street, New York; Russia from Intourist, Inc., 261 Fifth Avenue, New York.



From "Seeing Italy," by E. M. Newman

Amalfi's Old-World Atmosphere

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INVESTMENTS AND FINANCE

Now Play the Game

THE hand is dealt—now play the cards. There has been a new deal, intended to raise prices.

Now is the time to raise wages correspondingly.

Now is the time, in fact, for a general policy of industrial control and discipline.

This gospel is preached editorially to the electrical industry by *The Electrical World* (New York), as this industry becomes the first to vote cooperation with the Government's new plans for the control of industry. At Hot Springs the 269 members of the National Electrical Manufacturers Association give their Board of Governors authority "to do any and all things that may be permitted or required by the provisions of the National Industry Recovery Act." In the discussion it was admitted that the new legislation is "wholly and utterly revolutionary." But, said the Association's counsel, "if we do not regulate our own industry, government will regulate it for us." Thus, as a New York *Times* correspondent at Hot Springs points out, this great industry employing 250,000 workers in 1929 and doing a business of $2,500,000,000 that year now becomes "the first large industry to signify its intention of embarking on the new experiment of partnership between government and industry."

"IT is not an easy task," declares *The Electrical World*, in the editorial already mentioned—

> Controlled production and consumption—steady employment—minimum prices—allocation of customers—these are nice phrases that become practical business problems when any attempt is made to apply them. Definite facts must be had on costs of production and on costs of distribution, and these costs must be proved to be necessary before they can be used as evidence to fix minimum prices or to stop additional production. We venture to say that costs of distribution are unknown now, and that even the factory cost of a given product will vary from 20 to 100 per cent. in the several plants.
>
> After costs are obtained and cost-accounting systems are instituted, there must be definite data on quantities of production and sales in national and regional markets. There must be formulated a basis for taking care of overproduction, even to the extreme of closing down factories. There must be formulated ways to cut the costs of distribution by removing duplicated sales efforts and consolidating sales agencies.
>
> Then comes the problem of adjusting the distribution system on a classification-of-accounts basis in the market areas. Wages and material prices are not uniform in all areas, and these variations must be considered. In addition, the wholesaler and the retailer trade associations must develop their mechanism and correlate their activities with those of the manufacturers. Above all, there must be centralized authority, pledged commitments, and the power of enforcement.

Bank Dividends From Advertising

AN irate stockholder stamped into the bank. Dividend day had come and gone—and no dividend.

The irate stockholder wanted to know a lot of things.

Had salaries been reduced?

Yes, said the president, they had.

Had "expenses and personnel and golfing vice-presidents" been cut?

Yes, repeated the president, they had.

Well, then, the dividend-mourning stockholder asked next, "What about advertising? Was the bank wasting money from Christmas to breakfast on billboards, three-cent postage and color folders, fancy newspaper space, and high-priced advertising men?"

The president did not argue, says *The American Banker*, which opens with this episode and editorial discussion of whether in hard times a bank should spend money in advertising for new business. This was only one of a dozen almost identical complaints, continues this business paper:

> The stockholders did not like the idea of spending money for anything if dividends were not being paid. Particularly critical were they of advertising.
>
> Strange but true, the advertising man of that institution had failed to sell his shareholders on the value of selling the bank to the public. And stranger but equally true, the same condition applies to banks generally, with but few exceptions.
>
> Big New York City banks have had to cut down their advertising appropriations after shareholders brought up as examples this or that newspaper advertisement or billboard, and complained that the bank was wasting their money. It happened in 1921, and it happened again in 1932.
>
> Yet a poorer bank-management policy can hardly be imagined.
>
> The bank which never advertised before may go through a period of business recession without feeling the lack of advertising. But the bank which was a prominent advertiser in good times can not retire drastically from advertising in poor times without risking assurance that such action will make its results still poorer.
>
> Type of copy and use of space should change when hard times and frugality sweep the land. But the bank must keep alive its faith in itself and the future, which advertising alone can convey to the public.

HOWEVER, the stockholder can not be convinced unless he can be shown that advertising dollars will multiply into even more dividend dollars. As *The American Banker* concludes the argument:

> It looks as tho a part of the advertising man's job which must not be neglected is that of selling advertising to the officers and shareholders of the bank.
>
> Advertising will bring back the dividends sooner. We think the stockholder will cooperate if he is really told the facts. He might even get enthusiastic if he were given broadcast some of the details of an advertising program which was pointed in this direction.

"I don't want to Retire *but* . . . I'm building a Retirement Fund"

"I intend to continue active as long as I live, but I've no intention of making a job support me forever.

"After I am 55, the part of my present pay check which I am now applying to my John Hancock Retirement Fund Policy is going to work to pay the butcher and the baker.

"There's no loafing in my plans for the future. But there's a lot of interesting work, study and adventure. I'm buying the freedom for it now. So can you. Ask the John Hancock to mail you their booklet showing how it's done."

John Hancock Mutual Life Insurance Company of Boston, Massachusetts

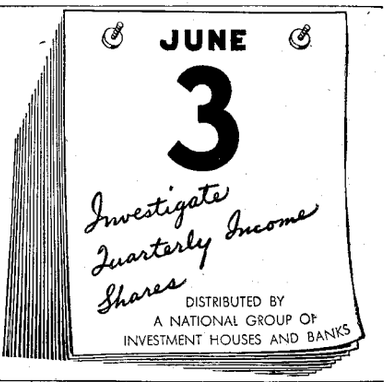
JOHN HANCOCK INQUIRY BUREAU
197 CLARENDON STREET, BOSTON, MASS.
Please send me your booklet about the John Hancock Retirement Fund Policy.

Name.....

Street and No......

City..... *State*.....

L.D.6-33



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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Hope Chest.—A recent cable states that King Alfonso intends to save his money. Perhaps he's saving up for a reigny day.—*Smith's Weekly.*

Low Bridge.—PATIENT—"My wife tells me I talk in my sleep, doctor. What should I do?"

DOCTOR—"Nothing that you shouldn't."—*Tit-Bits.*

Obvious Victim.—LADY (to hotel acquaintance)—"A terrible thing happened. I've had a lot of clothes stolen."

ACQUAINTANCE—"By jove, yes! Nearly all of 'em, what!"—*Humorist.*

One Out.—"I've just been having a tussle with the dentist."

"Which beat?"

"It ended in a draw."—*Answers.*

Defaulting's Easy.—"It seems that this influenza epidemic came to us from America."

"Heavens! How much will they make us pay for it?"—*Le Rire (Paris).*

Life Is Like That.—"How did you compile your great dictionary?" the lexicographer was asked.

"Oh, it was something like having a quarrel with one's wife—one word led to another."—*Boston Transcript.*

What Ho! And Then Some.—

Oh, see the pretty garden hose
Out upon the grass.
(I'm speaking of the garden hose
On the gardener's pretty lass.)
—*Florida Times-Union.*

Unnatural Arithmetic.—"If you had eight pennies and lost three, how many would you have left?"

Little Cohen thought for a minute.

"But for vy," was his puzzled reply, "should I lose three pennies?"—*Washington Labor.*

Here's When.—A Scottish minister was on his usual visiting rounds when he came across one of his old friends. "And how has the world been treating you, Jock?" asked the minister.

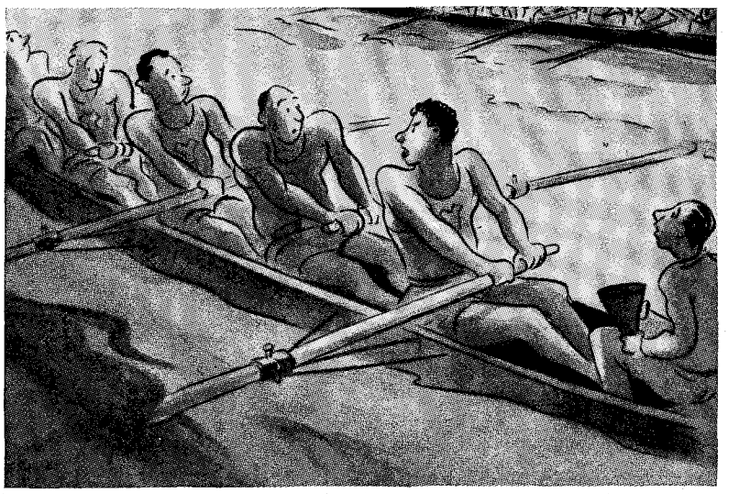
"Very seldom!" replied Jock sadly.—*Watchman-Examiner.*

Fan's Philosophy.—

There must be competition fair
The waiting public to amuse.
Monotony is hard to bear.
Sometimes the home team has to lose.
There must be night as well as day,
For contrast jazz requires the blues.
We can not be forever gay.
Sometimes the home team has to lose.
—*Washington Evening Star.*

Checking Up on the Prophets.—"Even in Bible times a blowout was a great annoyance," writes J. B., "for do we not read in Isaiah XXIII, 5: 'They shall be sorely pained at the report of Tyre'?"—*Pointers.*

Flashing the Okay.—Jeanne, aged four, was fishing with her father, who was wearing his fishing license on the back of his hat. Not having a great deal of luck, Jeanne offered the following suggestion: "Daddy, turn your hat around so the fish can see your license."—*Parents' Magazine.*



"Gosh, Hopkins, scratch my back!"
—"College Humor."

Round Trip.—BLINKS—"Who was that fellow who jumped out the twenty-fourth story window?"

JINKS—"Oh, he was a guy who was always getting in on the ground floor."—*Cincinnati Enquirer.*

Pass the Bromo-Seltzer.—SWELL SOUSE—"Where was I last night, Thompson?"

VALET—"I couldn't say, sir, but your bank manager has rung up to ask if it's all right to pay out a check of yours written on your dress collar."—*Humorist.*

Roar for a Roarer.—

Can't somebody resurrect
Good old Senator "I Object?"
We are getting sorer and sorer
At this eclipse of Bill Borah.
—*Albany Knickerbocker Press.*

When Mrs. Grundy Ruled the Cops.—Uncle and niece stood watching the young people dancing about them.

"I'll bet you never saw any dancing like this back in the nineties, eh, uncle?"

"Once," he replied, "then the place was raided."—*Montreal Star.*

Playing the Game.—I had gone out one afternoon and when I returned I could hear Dorothy scolding at the top of her voice. I went into the room where she and her brother were, and there was Jimmy, sitting still. I said, "Why can't you be like Jimmy? He isn't saying a word."

"Of course not. He's Papa coming home late, and I'm you."—*Parents' Magazine.*

Slips That Pass in the Night

Any Relation to Ditto Dogs?—Hardy Cabbage Plants—Also hot cats. A. Tobin, 1122, W. Babcock.—*Bozeman (Mont.) and Daily Chronicle*

A Week Fit for a King.—We think that the Lord Mayor of London is very decidedly working down the right alley. For he was the chairman of a meeting the other day at which it was decided to have an "Enjoyment Week," beginning on April 27 and ending on June 3, the King's birthday, with a large fireworks display.—*Baltimore Sun.*

Does Stage a Stag.—Mrs. C. J. Keppel entertained twenty of the wives of the Cranbrook faculty at a stag bridge and supper.—*Detroit Free Press.*

Reviving the Waltz.—Mr. H. R. Johnstone left on Monday for the United States on a combined business and pleasure trip. He expects to return in three time.—*El Universal.*

Ye Cautious Scribe.—Joseph——forty-six years old, cut his throat with a kitchen knife, in an attempt, according to a police report, to commit suicide.—*Long Island paper.*

Cheep! Cheep!—

HOME DEPARTMENT
HEARS EGG TALK
AT PINKHAM HOME
—*Santa Cruz (Calif.) News.*

Watch Your Divots.—Grant found a golf nugget in the quartz and placed it in a safety deposit vault of a bank here. O. A. Turner, bank employee, said the nugget was worth $3,500.—*Milwaukee Sentinel.*

Happy Days Are Here Again.—The action was authorized yesterday by the company's finance committee in anticipation of the singing of the farm mortgage bill by the President.—*Washington Post.*

Modern Alchemist.—Mayor John F. Dore of Seattle believes in taking plenty of his own financial medicine when it comes to cutting salaries and wages.

Last year he reduced his salary from $1,500 to $5,000 a year.—*Oakland (Calif.) Tribune.*

Now It Can Be Told.—The best horse in Col. E. R. Bradley's stable was Jockey Meade, a 201-year-old kid from the Dakotas, who threw the nose of Broken Tip across the finish line just in time to win the fifty-ninth Kentucky derby.—*Omaha World-Herald.*

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